



# Hongkong Daily Press

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No. 19,862

號二十六百三千九萬一第

日六初月五年申庚

HONGKONG, MONDAY, JUNE 21st, 1920.

一拜禮

號一廿月六年九國民華中

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**PORTLAND CEMENT.**  
In Casks 37 1/2 lbs. net.  
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**CALDBECK, MACGREGOR &**

**CO., LTD.,** beg to give notice

that after the 30th June, their prices will be NETT and liable to alteration, in harmony with the fluctuations in Exchange.

Hongkong, June 16th, 1920.

[12]

## CARTRIDGES! CARTRIDGES!! CARTRIDGES!

**NEWLY ARRIVED.**  
**SPORTING CARTRIDGES,** 12 10 and 20 bore. Loaded with E. O. Powder, a powder which gives universal satisfaction.  
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## PEAK TRAMWAY COMPANY LIMITED.

### TIME-TABLE

**WEEK DAYS**  
7.00 a.m. to 8.00 a.m. Every 15 minutes  
8.00 " " 9.30 " " " 10 " "  
9.30 " " 11.00 " " " 15 " "  
11.30 " " 12.30 p.m. " " " 15 " "  
12.30 p.m. to 2.30 " " " 10 " "  
2.30 " " 5.00 " " " 15 " "  
5.00 " " 8.00 " " " 10 " "

**NIGHT CARS.**  
8.50 p.m., 9.00 p.m., 9.20 p.m.  
9.30 p.m. to 11.30 p.m. Every 30 minutes  
11.45 p.m.

**SATURDAY.**  
Extra Car—12.00 Midnight.

**SUNDAY.**  
7.30 a.m. to 10.30 a.m. Every 15 minutes  
10.30 " " 11.00 a.m. " " " 10 " "  
11.30 " " 12.00 noon " " " 15 " "  
12.00 noon to 1.00 p.m. " " " 15 " "  
1.00 p.m. to 5.30 " " " 15 " "  
5.30 " " 8.00 " " " 10 " "  
8.00 " " 8.30 " " " 15 " "  
8.30 " " 8.00 " " " 10 " "

**NIGHT CARS.**  
As on Week Days.

**SPECIAL CARS** by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comproadors Order representing Bank Notes.

## KOWLOON-CANTON RAILWAY.

### TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS

| Stations                  | No. 1<br>Local. | No. 2<br>Through<br>Express | No. 3<br>Through<br>Slow. | No. 4<br>Local. | No. 5<br>Through<br>Express | No. 6<br>Through<br>Slow. | No. 7<br>Local. | No. 8<br>Through<br>Express | No. 9<br>Through<br>Slow. | No. 10<br>Local. | No. 11<br>Through<br>Express | No. 12<br>Through<br>Slow. | No. 13<br>Through<br>Express | No. 14<br>Local. | No. 15<br>Through<br>Express | No. 16<br>Local. | No. 17<br>Local. | No. 18<br>Local. | No. 19<br>Local. | No. 20<br>Local. | No. 21<br>Local. | No. 22<br>Local. | No. 23<br>Local. | No. 24<br>Local. | No. 25<br>Local. | No. 26<br>Local. | No. 27<br>Local. | No. 28<br>Local. | No. 29<br>Local. | No. 30<br>Local. |  |
|---------------------------|-----------------|-----------------------------|---------------------------|-----------------|-----------------------------|---------------------------|-----------------|-----------------------------|---------------------------|------------------|------------------------------|----------------------------|------------------------------|------------------|------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--|
| CANTON (Tai Sha Tan) dep. |                 | 7.30                        |                           |                 | 8.37                        |                           |                 |                             | 8.50                      |                  |                              |                            | 2.30                         |                  |                              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |  |
| SEK LING dep.             |                 | 8.40                        |                           |                 | 9.47                        |                           |                 |                             | 10.00                     |                  |                              |                            | 4.00                         |                  |                              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |  |
| Shum Chai dep.            |                 | 9.57                        | 10.22                     |                 | 10.30                       |                           |                 |                             | 10.39                     |                  |                              |                            | 4.45                         |                  |                              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |  |
| Bongabul dep.             |                 | 10.53                       |                           |                 | 11.10                       |                           |                 |                             | 11.21                     |                  |                              |                            | 5.15                         |                  |                              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |  |
| Painting dep.             |                 | 11.57                       |                           |                 | 12.17                       |                           |                 |                             | 12.43                     |                  |                              |                            | 5.45                         |                  |                              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |  |
| Taipei Market dep.        |                 | 12.56                       |                           |                 | 13.06                       |                           |                 |                             | 13.36                     |                  |                              |                            | 6.15                         |                  |                              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |  |
| Tai o dep.                |                 | 13.59                       |                           |                 | 14.09                       |                           |                 |                             | 14.39                     |                  |                              |                            | 6.45                         |                  |                              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |  |
| Shahe dep.                |                 | 14.54                       |                           |                 | 15.04                       |                           |                 |                             | 15.34                     |                  |                              |                            | 7.00                         |                  |                              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |  |
| Shumabul dep.             |                 | 15.57                       |                           |                 | 16.07                       |                           |                 |                             | 16.37                     |                  |                              |                            | 7.30                         |                  |                              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |  |
| Shan Nam dep.             |                 | 16.59                       |                           |                 | 17.09                       |                           |                 |                             | 17.39                     |                  |                              |                            | 7.55                         |                  |                              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |  |
| KOWLOON dep.              |                 | 17.58                       | 11.10                     |                 | 11.15                       |                           |                 |                             | 11.44                     |                  |                              |                            | 8.02                         |                  |                              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |  |

| Stations                  | No. 4<br>Local. | No. 5<br>Through<br>Express | No. 6<br>Through<br>Slow. | No. 10<br>Local. | No. 14<br>Local. | No. 16<br>Local. | No. 20<br>Local. | No. 24<br>Through<br>Express | No. 25<br>Local. | No. 26<br>Local. | No. 27<br>Local. | No. 28<br>Local. | No. 29<br>Local. | No. 30<br>Local. |
|---------------------------|-----------------|-----------------------------|---------------------------|------------------|------------------|------------------|------------------|------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Last Ferry leave          |                 | 7.55                        | 8.05                      | 10.15            | 11.45            |                  | 1.05             |                              | 2.05             |                  | 2.55             |                  | 4.25             |                  |
| KOWLOON                   |                 | 8.10                        | 8.20                      | 10.35            | 12.01            |                  | 1.20             |                              | 2.20             |                  | 3.10             |                  | 4.40             |                  |
| Hau Shom                  |                 |                             | 8.35                      | 10.45            | 12.10            |                  | 1.35             |                              | 2.35             |                  | 3.25             |                  | 4.55             |                  |
| Tsimshai                  |                 |                             | 8.50                      | 11.00            | 12.25            |                  | 1.50             |                              | 2.50             |                  | 3.40             |                  | 5.10             |                  |
| Phaiin                    |                 |                             | 9.05                      | 11.15            | 12.40            |                  | 2.05             |                              | 3.05             |                  | 3.55             |                  | 5.25             |                  |
| Taipei                    |                 |                             | 9.20                      | 11.30            | 12.55            |                  | 2.20             |                              | 3.20             |                  | 4.10             |                  | 5.40             |                  |
| Taipei Market             |                 |                             | 9.35                      | 11.45            | 13.10            |                  | 2.35             |                              | 3.35             |                  | 4.25             |                  | 5.55             |                  |
| Painting                  |                 |                             | 9.50                      | 12.00            | 13.25            |                  | 2.50             |                              | 3.50             |                  | 4.40             |                  | 6.10             |                  |
| Shumabul                  |                 |                             | 10.05                     | 12.15            | 13.40            |                  | 3.05             |                              | 4.05             |                  | 4.55             |                  | 6.25             |                  |
| Shum Chai                 |                 |                             | 10.20                     | 12.30            | 13.55            |                  | 3.20             |                              | 4.20             |                  | 5.10             |                  | 6.40             |                  |
| SEK LING                  |                 |                             | 10.35                     | 12.45            | 14.10            |                  | 3.35             |                              | 4.35             |                  | 5.25             |                  | 6.55             |                  |
| CANTON (Tai Sha Tan) arr. |                 |                             | 11.40                     |                  |                  |                  |                  |                              |                  |                  |                  |                  | 8.00             |                  |



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| SHORT SLEEVES.<br>KNEE LENGTH. | ALL<br>SIZES<br>IN<br>STOCK | LONG SLEEVES.<br>FULL LENGTH. |
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| From \$3.75 per suit.          | 44 to 48<br>Chest           | From \$4.00 per suit.         |

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It was indeed a happy hap  
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## "HAPPY HIT"

for this cigarette is recognised as the  
'IT' of discriminating smokers, and it  
certainly hit the mark wherever

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Large quantities have been exported to various parts in the World.  
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FACTORIES—Hongkong, Wing Hing Street, Causeway Bay; and Shanghai, No. 71, North Soochow Road.

BRITISH OILFIELDS.  
ROYAL DUTCH SCHEME

The *Sunday Express* wrote recently:—  
An extraordinary and far-reaching attempt on the part of a foreign oil trust to secure control of British petroleum supplies in Mesopotamia, has been defeated at San Remo by the Allied Conference under the leadership of Mr. Lloyd George.

The action of the Conference at San Remo in deciding that the Mesopotamian oilfields are to be retained by the British Government has put a temporary halt to the menace, but only a temporary one.

The attempt of this huge oil trust to acquire the control in Asia Minor dates back for many years, and in the last few days a supreme effort has been made to bring matters to a head. Rumours have been floated in the City that the agreement was practically concluded, and statements have been made which had the effect of making the public believe that not only was this a fact, but that the agreement would be an advantageous one.

This attempt of the Petroleum Ring to extend its already enormous influence goes back to the time when Lord Harcourt succumbed to the arguments of Mr. H. W. A. Detorling (of the Shell Transport and Trading Company, Limited), and recommended the Asquith Government to give Mesopotamian rights to that company.

On the surface the offer appeared advantageous to Britain. The Royal Dutch-Shell Corporation had agreed to make the Shell Company a permanently British organisation. Its directors should be of British citizenship. Legislation was to be passed so that these directors could not sell their stock out of England. It would be registered as a British company. It would agree to remain in Great Britain.

These and similar concessions give the impression of a concession which, to put it mildly, was not previously suspected of possessing that quality. Its generosity in promising to retain its British character and domicile is more than altruistic—there is a touch of Gilbertian humour in it. Since when was British citizenship a status to be maintained only after a great effort of self-sacrifice?

In view of the fact, however, that it controlled a large number of subsidiary organisations and was a vital factor in the world's petroleum supplies, their generosity was not to be believed the proposal an advantageous one. The company already had as its recognised head Sir Marcus Samuel, chief of British petrol millionaires, and as a further evidence of its British character, Lord Eustace Percy was invited to become a member of the board of directors—although it was thought by many that it was not so much the latter's meagre business qualifications that were desired as were his broad political experience.

But, stripped of all its conditions and inducements, the whole affair stands out as a subtle attempt—subtle in the very openness in which it had been without spread the influence of the trust without any adequate compensation for the British Empire.

What is this Shell Transport and Trading Company that proposes to exploit the Mesopotamian oilfields?

It is an integral part of the Royal Dutch Combine. The finances of the two concerns are so interlaced that it is impossible for the Shell Company to have any distinct identity of its own. The stock of the Royal Dutch-Shell Corporation is held to the extent of 80 per cent. in Holland and 40 per cent. in Britain.

In making the Shell Company a British organisation there was no intention of giving the Government any stock. It merely ensures the directors being British citizens, and consequently under the legal control of the British Government. This, however, can only be of any great importance in a case of war, when, if the Empire's interests were at stake, the output of the concern could be directed to national purposes. But history shows that the legal status counts for nothing in time of war.

THE NAVY.  
If Britain's life were at stake, the dominating factor in the situation would be, as it always has been, the British man-of-war.

Therefore, the proposition stands out clearly.

For the privilege of securing legal control over a company which is already operating in Great Britain, we are to share the exploitation of the enormous oilfields of Mesopotamia. When it is remembered that only a comparatively small percentage of the oil consumed by Great Britain is produced within the Empire, the tremendous value of Mesopotamia need not be emphasised.

Yet, not only are we asked to give exploitation rights to the Shell Company, but also to vest in its management of these oilfields for a period of years. It is a proposition which is a menace to Britain's interests, a menace which might have become a reality but for the firm stand of Mr. Lloyd George.

Evidence is only too apparent that the Royal Dutch-Shell group have not given up hopes of accomplishing this coup. The unofficial announcements of the last few days and the pressure on financial markets are obvious signs that the battle is not yet over.

Although this combine is under Dutch influence, the *Sunday Express* does not take exception to the fact that it is a general principle of trusts and huge amalgamations which control the vital necessities of national life. The petroleum situation is completely dominated by the Standard Oil Company in America (operating in Europe as the Anglo-American Company) and the Royal Dutch-Shell Combine. Although these two huge organisations are separate, there is every reason to believe that a working understanding exists between them on the price of petroleum. As a people, we have paid so dearly for our oil supplies that many enterprises have been paralysed by the outrageous cost. It is now proposed that we shall take these interests to our bosom and share with them the exploitation of Mesopotamia.

(Continued at foot of next column.)

CHINA'S DEPOSED BOY  
EMPEROR.  
FORBIDDEN CITY PRISONER.

In the course of an interview with Sir John Jordan, published in the *Daily Mail*, occurs the following:—

A chance remark led Sir John to tell me of another Chinese personality—the deposed boy Emperor, his Majesty Puyi (or Hsuan-tang), the last "Son of Heaven."

"This boy Emperor," said Sir John, "is now a bright little fellow of 14. Only one Englishman has ever seen him, at least since 1911—Mr. E. F. Johnson, who in 1918 was administering the Government of Wei-hai-wei, and has recently been appointed Puyi's tutor. I am told the Emperor is a strong and well-built boy, very keen on the lessons given him by Mr. Johnson, the first Englishman, I believe, to go right into the heart of the Forbidden City, to which he now has access."

Puyi is very diligent at his English lessons, at which he gets two hours a day. He wrote me a boyish letter in beautiful English handwriting before I left Peking. Although not permitted to pass outside the Forbidden City, where he is looked after by imperial eunuchs and old women, he is very much interested in the great outer world. He is a very pathetic figure. He would probably love to travel. He is always asking questions on geography, and the people and customs of other men."

The Republic has undertaken responsibility for him. The first thing Yuan Shikai did when the monarchy was overthrown was to provide for the Imperial Family. Quite friendly relations are maintained between the Republic and the Prince."

Is there any possibility of attempts to restore the monarchy?

"There is talk of it," said Sir John. "I do not think it likely. There are movements in favour of it, but the boy Emperor has never given them any countenance. He is understood to be engaged to the daughter of the President of the Republic, Hsu Shih-chang."

## OBITUARY.

## MR. JAMES SCOTT, I.S.O.

The death occurred at West Acton on May 10th, of Mr. James Scott, I.S.O., for over thirty years in the British Consular service in China, and British Consul-General at Canton from 1902 to 1906. He died at the age of 70. He had filled posts at many of the Treaty ports from 1886 to 1894, and again from 1890 to 1892 was at Chemulpo and Seoul under the late Mr. Colborne Baber. Another number of the service; then in Korea was Mr. E. H. Parker. He went as Vice-Consul and Registrar of Shipping at Shanghai in 1892, and was appointed Senior Vice-Consul there in 1894 and Acting Assistant Judge and Consul at Shanghai from April 10th to May 24th, 1897. Promoted to be Consul at Chinkiang 1898, he was transferred to Swatow 1899. Acting Consul-General at Canton 1901, and was promoted to the substantive post of Consul-General for the provinces of Kwangtung and Kwangsi in 1902. He was again appointed a Companion of the Imperial Service Order 1903, and retired on a pension 1906.

## MR. G. M. WHELOCK.

Mr. Geoffrey Manlius Wheelock, whose death is reported at Boston, Mass., following upon an attack of pleurisy, was 41 years of age. He was born in Shanghai and was a son of the late Mr. T. R. Wheelock, who died in Shanghai in January of this year. Mr. Geoffrey Wheelock was taken to the United States when he was five years of age and received his education there, finishing at Harvard. On returning to Shanghai, he joined his father in business and became a partner in the firm of Wheelock & Co., agents for the Shanghai Tug & Lighter Co., Ltd., and afterwards became a Director of the latter company. On January 24th, 1929, Mr. Wheelock left Shanghai for Canada and a month later married Miss Lois Grimmer, daughter of Judge Grimmer of St. John, New Brunswick. The honeymoon was spent at Boston, Mass., and it was while there that he fell sick and subsequently developed the illness from which he died. He leaves a widow and a son, by a former marriage, who is being educated in the United States, to whom, as far as to his sister Mrs. F. Aycock, of Shanghai, the deepest sympathy is extended in their bereavement.

The *Sunday Express* feels that it is voicing the unanimous opinion of the nation when it declares that this must not be. The *Sunday Express* is aware that in many men of undoubted integrity, and in favour of the agreement for being reached, but it is of the opinion that these gentlemen have allowed their natural anxiety for the nation's petrol supplies to blind them to the obvious designs of the petrol ring.

VITAL NEED.  
Instead of extending the sphere of influence of this enormous trust, we should be turning our minds towards some method of reducing it. Our commerce, our air services, our Navy, our very national life depend on oil supply. For the moment we are dependent on the combines of Europe and America. The oilfields of Mesopotamia have unbounded possibilities, but this nation will not be coerced by any artificially stimulated fears into granting privileges which not only place control of Mesopotamian oil interests in the Royal Dutch Combine, but also give them a strong hold on the Anglo-Persian Company, which is owned by the British Government, and whose complete independence must be maintained.

Great Britain paid the cost of freeing Mesopotamia from its oppressors. There is only one partner that can be admitted to a share, and that is France. This nation is firmly against the principle of trust control, and the *Sunday Express* voices that principle in declaring with no uncertain voice: "Hands off Mesopotamia!"

SCOTTISH SPORT.  
RANGERS GAIN LEAGUE  
CHAMPIONSHIP.

FROM OUR OWN CORRESPONDENT.

As usual, the Scottish League competition, after the first three months of the season, narrowed down to a duel between Rangers and Celtic. Last season Rangers held what appeared to be an unassailable position at the head of affairs, yet they were deposed, not so much through the shortcomings of the players as the injudicious alterations made by their committee of selection. This season, by going to the opposite extreme, and entrusting the fortunes of the club to 12 players, Rangers denied themselves a long-sought honour—the double event of the Scottish Cup and the Scottish League. It was the staleness of the team that made Albion Rovers' entry into the Cup final possible. And the same staleness might also have enabled Celtic to again overhaul their Glasgow rivals in the more sustained and arduous competition. As it was, both clubs were handicapped by accidents, and deprived of prominent players at a critical period.

It is unfortunate that the Scottish League officials should stultify their competition by denying automatic promotion and relegation. This question does not yet seem to be in the region of practical politics; the selfishness of the minor clubs dictates the League competition by 50 per cent.

## FINAL RESULTS OF LEAGUE CHAMPIONSHIP.

|                 | W. | L. | D. | P. |
|-----------------|----|----|----|----|
| Rangers         | 31 | 2  | 9  | 71 |
| Celtic          | 29 | 3  | 10 | 68 |
| Motherwell      | 23 | 8  | 11 | 37 |
| Dundee          | 22 | 14 | 6  | 50 |
| Clydebank       | 20 | 14 | 8  | 48 |
| Morton          | 16 | 13 | 13 | 45 |
| Airdrie         | 17 | 15 | 10 | 44 |
| Third Lanark    | 16 | 14 | 11 | 43 |
| Kilmarnock      | 20 | 19 | 7  | 40 |
| Ayr             | 15 | 17 | 10 | 40 |
| Dumbarton       | 13 | 17 | 12 | 38 |
| Partick Thistle | 13 | 17 | 12 | 38 |
| Queen's Park    | 13 | 19 | 8  | 36 |
| St. Mirren      | 14 | 19 | 9  | 37 |
| Hearts          | 14 | 19 | 9  | 37 |
| Clyde           | 14 | 19 | 9  | 37 |
| Aberdeen        | 11 | 18 | 13 | 35 |
| Albion          | 13 | 22 | 7  | 33 |
| Raith Rovers    | 11 | 21 | 10 | 32 |
| Falkirk         | 10 | 21 | 11 | 31 |
| Hamilton        | 11 | 24 | 7  | 29 |
| Albion Rovers   | 9  | 24 | 7  | 25 |

The Rangers, 106 goals for and 25 against; the Celtic 86 goals for and 31 against.

Celtic, 1; Airdrie, 0.  
Albion Rovers, 1; Hamilton Academicals, 1.  
Dumbarton, 0; Rangers, 0.  
Hearts, 0; Kilmarnock, 1.  
Raith Rovers, 1; Morton, 1.  
Ayr, 3; Partick Thistle, 0.  
Aberdeen, 1; Motherwell, 1.  
Hibs, 0; Dundee, 0.  
Celtic, 3; Hearts, 0.  
Dumbarton, 1; Partick Thistle, 1.  
Hamilton, 2; Ayr United, 1.  
Raith Rovers, 0; Third Lanark, 2.  
Rangers, 3; Morton, 1.  
St. Mirren, 1; Falkirk, 0.  
Queen's Park, 1; Airdrie, 0.  
Albion Rovers, 0; Kilmarnock, 2.

## EARL HAIG CAPTAIN OF THE R. AND A.

Lieut.-Col. Bethune, Captain of the Royal and Ancient Golf Club intimates that he has resolved to nominate as his successor in that position Field-Marshal Earl Haig. The new Captain will take office in September next, when he will follow the time-honoured custom of driving himself into office.

## THE GOLF BALL LIMITATION.

The only other subject of interest at the annual meeting of the R. and A. was that of ball limitation. Lay autumn, it may be remembered, the Rules of Golf Committee expressed themselves as favourably inclined to some form of limitation. The Sub-Committee which was then appointed to inquire into various aspects of the question were able to collect some valuable letters, that the United States Golf Association were in agreement with their general propositions, viz. that players, and not inventors, should guide developments of the game, and that the United States Association were desirous of sending delegates to meet the Committee for a conference on the question, and to make proposals bearing upon the rules of the game. The Committee also hope to consult with representative Canadian delegates.

## GENERAL START IN CRICKET.

With Grange, Perthshire, and Forfarshire engaged, and the inauguration of the Western District Union, the serious work of what promises to be an exceptionally busy and interesting season may be said to have been started. The Premier Scottish Club and the two leading county teams' fixtures were of only minor importance, but the decisive victories for all three clearly indicate that they will take their old prominent part in the game. In the Grange Match, Preston, the professional secured from Kent, made a good first appearance. In partnership with the veteran G. B. Green, he added 100 runs for the ninth wicket, his contribution being 57. With the ball, Preston was even more successful, capturing 7 wickets for 32 runs. At the other Edinburgh grounds the batsmen, generally speaking, had the better of the argument. An individual century effort is to be recorded; W. F. Turnbull, Stewartonians, and Scottish Internationalist, put on 106, not out against Kirkcaldy in 85 minutes. In the West interest centred in the four Union Championship games. The results were all in accordance with anticipation, and only at Greenock was the ultimate result in doubt until the last over.

Grange, 193; Dunfermline Carnegie, 55.  
Carlton, 193; Brunswick, 191.  
Stewartonians, 174 for 1; Kirkcaldy, 189.  
Perthshire, 217 for 7; Local XI, 50.  
Forfarshire, 218; St. Andrew's Univ., 83 for 7.

(Continued at foot of next column.)

YESTERDAY'S FLYING  
EXHIBITION.

The support accorded by the public to yesterday's flying exhibition was so poor that it will probably help Capt. Ricou to determine not to give any more exhibitions, but to wait until he is able to commence his regular series between Macao and Hongkong.

Four machines, the "H.S. 2," which carries two passengers, and three of the smaller seaplanes, came over from Macao. The H.S. 2 made a few trips, the only passengers being Mr. and Mrs. F. C. Herb (who went up twice); Mrs. W. A. Hannibal (who went up with Capt. Ricou) and Mrs. Herman White. There being no more passengers, the three smaller machines did not fly.

The "H.S. 2" and one of the small seaplanes returned to Macao yesterday evening, but the two others are remaining in Repulse Bay for a day or two.

## MISS MARIE TEMPEST.

## FAREWELL PERFORMANCE ON WEDNESDAY.

For once the vagaries of shipping will not be regarded as unmixed evil, as the delay in the departure of the vessel by which Miss Marie Tempest and her company intended to leave has provided theatre-goers in Hongkong with an opportunity of seeing Miss Marie Tempest once again as Mrs. Dot in Mr. Sumner's *Man of the Hour*, a comedy of that name. It was a pleasant surprise for the large audience which came together at Theatre Royal on Saturday night to see Miss Marie Tempest in "Outcast," which was advertised as the play to be given at the final farewell performance—to find that the shipping arrangements had given the company two or three days more to stay in the Colony, and that, in response to requests from numerous theatre-goers, Miss Marie Tempest had consented to give "Mrs. Dot" on Wednesday.

In "Outcast," Miss Marie Tempest as Miriam, Mr. Graham Browne as Geoffrey and Miss Dorothy Hamilton as Valentine, as also the other members of the company received a series of ovations. His Excellency the Governor and Lady Stubbs, with a party from Government House, were present. The way in which the play was received was a complete denial of the lack of interest in Hongkong in plays that make one think, but to a large extent, the enthusiasm with which the audience received the play was prompted by the fine acting of Miss Marie Tempest, Mr. Graham Browne, and Miss Dorothy Hamilton.

## PENANG LITEL CASE.

In the Supreme Court at Penang, June 11th, Mr. Justice Dinsmore commenced the hearing of an action for damages for alleged libel by Mr. F. H. McCormack against the Criterion Press and Mr. Chesney Duncan, acting editor of the *Straits Echo*, over an article on November 5th, headed "Road Hog Peril." It was decided that the onus was on the defendants to prove justification.

Mr. T. J. Williams, who was subpoenaed both by the defendants and the plaintiff, was called by the plaintiff. He said he was a reporter of the *Straits Echo*. In reply to a question by Mr. Thornton as to who wrote the article he said he had no authority to say who wrote it.

You say you are privileged not to say it?—Yes.

At this stage the Court adjourned for lunch, and also to consider the question as to privileges of the Press.

When the Court resumed sitting his Lordship referred to cases at home on the privilege of editors and newspapermen in one of which he pointed out that it was held that the editor ought to give the name of the writer when the subject was not confined to public matter and reflected on character, but if he chose not to do so he must stand in the shoes of the writer and take the consequences. It seemed to his Lordship to be the practice in the Courts at home in most cases not to force an editor to name any of his correspondents. If the editor himself came here he would be privileged and it would be unfair not to extend the privilege to his servants. But he must add that he must take the consequences of all inference that the plaintiff chose to make. In this case he granted the privilege.

When the case was resumed the following day, his Lordship said he was in great difficulty regarding the admissibility of the plaintiff's report at the police station, which was a statement made during police investigation and as such not admissible evidence. He suggested that counsel should agree to a rehearing before another judge in July. Counsel agreed.

## AUSTRALIA AND JAPAN.

## DEMANDS FOR REBATE.

Mr. McMahon, the well-known traveller lecturing at Sydney on the industries of the South Pacific Islands, said that the Japanese had made a great mistake in getting rid of the missionaries on the Marshall Islands. Every month the Japanese had formerly demanded a trade rebate but it had been regularly refused. Australian legislation provided that only British ships should carry her produce but if the Japanese persisted in this particular way they would presumably persist in other directions. Recently a Japanese trader told the lecturer that it was the road of Australia's unionism that the Japanese were going to get into Australia.

Greenock, 47; Drumpeller, 42.  
Polce, 70 for 2; Ayr, 43.  
Uddington, 177; Forquid, 103.  
Kilmarnock, 188; West of Scotland, 74.  
Watsonians, 125; Watson's, 89.







## NEW ADVERTISEMENTS

**THE EASTERN EXTENSION**  
AUSTRALASIA AND CHINA  
TELEGRAPH CO., LTD.

CURRENCY CHARGES ON TELEGRAMS.

**SENDERS of TELEGRAMS** are hereby notified that from the 1st JULY, 1920, until further notice, the charges for Telegrams will be collected at the rate of Dollars 0.21 to equal Franc 1.00.

M. E. F. ABBEY,  
Superintendent.  
Hongkong, June 21st, 1920. [1030]

**THE GREAT NORTHERN TELEGRAPH**  
COMPANY, LTD.

HONGKONG STATION.

CURRENCY CHARGES ON TELEGRAMS.

**SENDERS of TELEGRAMS** are hereby notified that from the 1st JULY, 1920, until further notice, the charges for Telegrams will be collected at the rate of Dollars 0.21 to equal Franc 1.00.

N. LUND,  
Acting Superintendent.  
Hongkong, June 21st, 1920. [1031]

**INDO-CHINA STEAM NAVIGATION**  
CO., LTD.

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

**THE Steamship**

"KUMSANG" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Company, Limited, and, unless and until the goods are cleared by the 25th June, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.  
Hongkong, June 19th, 1920. [1092]

**VICTORIA CAFE LIMITED.**

**TAKE NOTICE** that an EXTRA-ORDINARY MEETING of the above-named Company will be held at the Company's Office 24A, Des Vaux Road Central, Victoria in the Colony of Hongkong, at 5 P.M. on MONDAY, JUNE 28th, for the purpose of considering the business affairs of the Company.

Dated this 19th day of June, 1920. [1087]

G. R.

**PUBLIC AUCTION.**

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of JUNE, 1920, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND above Boundary Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

| Lot No. | Area in Acres | Area in Sq. Yds. | Area in Sq. Ft. |
|---------|---------------|------------------|-----------------|
| 1       | 1.12          | 10,000           | 10,000          |
| 2       | 1.12          | 10,000           | 10,000          |
| 3       | 1.12          | 10,000           | 10,000          |
| 4       | 1.12          | 10,000           | 10,000          |
| 5       | 1.12          | 10,000           | 10,000          |
| 6       | 1.12          | 10,000           | 10,000          |
| 7       | 1.12          | 10,000           | 10,000          |
| 8       | 1.12          | 10,000           | 10,000          |
| 9       | 1.12          | 10,000           | 10,000          |
| 10      | 1.12          | 10,000           | 10,000          |

**PALACE HOTEL, KOWLOON.**  
Corner of Haiphong & Hankow Roads.  
Tel. 222. Tel. 244: Palace.

**TWO Minutes from Ferry and Railway** station. This Hotel which has just been completely renovated, and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

**BAR AND BILLIARD ROOMS.**  
TERMS MODERATE.

Special Arrangement for Families on Application to—  
J. H. OXBERRY, Proprietor.

**SEAMEN'S INSTITUTE.**  
21, PRAYA EAST, HONGKONG.

**FOR the use of all Men of the Mercantile Marine and H.M. Navy.**  
Reading and Writing Rooms, Billiard Room, Officers' Room, O.P.O.'s Room, Restaurant, Concert Hall, Church.  
Private Cabins and beds in Dormitories.  
Motor Launch "Dayspring."

**FRENCH LESSONS.**

G. MOUSSON.

15, MORRISON HILL ROAD.

## INTIMATIONS

TO LET.

**CORRUGATED IRON GODOWN** at Yamatani.  
Apply to—  
**THE HONGKONG LAND RECLAMATION CO., LTD.**  
[1049]

TO LET.

**A SHOP** in Nathan Road, Kowloon.  
Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LTD.**  
Alexandra Buildings.  
[66]

FOR SALE.

**NEW and COMPLETE PLANT** including Wildy Table for crushing and concentrating Ore. Just arrived.  
For particulars apply to—  
**CARVALHO & COMPANY,**  
Machinery Department.  
[1098]

FOR SALE.

**TWO EUROPEAN HOUSES**, adjoining on first level, handy to town, fine view of Harbour. Five Rooms and usual other accommodation, oak floors and mantle pieces and modern fire places and plate glass windows, will be sold separately or together.  
Apply—  
**Messrs. WILKINSON & GRIST,**  
Solicitors, etc.  
[1083]

**UNION INSURANCE SOCIETY OF CANTON LIMITED.**

**THE CERTIFICATE** No. 1571 for one silver share No. 43 now converted into 5 gold shares in this Society standing in the name of Messrs. D. W. BELL & Co., of London, has been LOST, and if at the expiration of one month from the date hereof the above document will not be forthcoming the said certificate will be deemed cancelled and of no effect and a certificate for the 5 gold shares will be issued in its stead by the Society.  
**PAUL LAUDER,**  
for General Manager.  
Hongkong, June 19th, 1920. [1050]

**A. G. DA ROCHA,**

**IS THE AUCTIONEER.**

**A. G. DA ROCHA,**

**AUCTIONEER, SURVEYOR AND**

**GENERAL BROKER.**

Queen's Road Central, Telephone No. 2312.

**HAVING** been favoured with instructions received from Mr. S. GREENFIELD, No. 14, Pedder Street, will sell by Public Auction on MONDAY, June 21st, 1920, at 11 A.M., at his premises at Pedder Street.

**AN ASSORTMENT OF CANE AND RATTAN CHAIRS, COUCHES, BASKETS, TABLES, ROLLS OF MATTING, FURNITURES AND SUNDRIES.**

Terms—Cash on Delivery.

**A. G. DA ROCHA,**

**AUCTIONEER, SURVEYOR AND**

**GENERAL BROKER.**

Queen's Road Central, Telephone No. 2312.

**HAVING** been favoured with instructions received from The Concerned will sell by Public Auction on TUESDAY, June 22nd, 1920, at 2.30 P.M., at his Sales Room, Queen's Road Central.

**A SPLENDID COLLECTION OF OLD CHINESE PORCELAINS & CUBIOS FROM SEVERAL DYNASTIES.**

Comprising—

A Variety of 3 or 5 coloured Vases and Plates, Blue and White Vases, Figures, and Plates, Old Bronzes, Incense Burners, Peking cloisonne, Crystals, Agate and Jade stones, Old Vases, Plates and Ornaments, Engravings, Snuff Bottles, and a long line of Sundries.

The Vendor will give ONE WEEK guarantee of the quality for the majority of the goods. (Catalogue will be issued).

Terms—Cash on Delivery.

Messrs. LAMBERT BROS. are instructed to sell.

**THE STEAMSHIP "JEHANGIE"**

Now lying in the Harbour of Hongkong under an

Order of the Court

by

**PUBLIC AUCTION**

on

**MONDAY,**

the 28th day of June, 1920, at 3 o'clock P.M.

IN ONE LOT

at their Auction Rooms, in Duddell Street.

**THE Ship** is a British ship registered at Hongkong of 5206 tons Gross and of 3360.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton.

For particulars to view apply to Messrs. Lambert Bros., the Auctioneers.

Apply to—  
**Messrs. JOHNSON STOKES & MASTER,**  
Princes Building,  
or to  
**Messrs. LAMBERT BROS.,** the Auctioneers,  
Duddell Street.  
[1016]

## PREPAID "WANTED" ADVERTISEMENTS.

On and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "HONGKONG DAILY PRESS" at a charge of \$1.00 FOR THREE INSERTIONS.

If they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Those who prefer their advertisements of this description to be displayed in one inch space, as hitherto, must give instructions accordingly and will be charged at the old rates.

Letters are lying at this Office for

Box L. M. N.

**WANTED.**

**FLAT** three or four Rooms wanted on the Peak furnished or unfurnished—Apply Box B. "Daily Press" Office. [13]

**POSITION WANTED** as GENERAL OFFICE ASSISTANT. Salesman Correspondent or Interpreter. Experienced Gentleman. Apply to Box J. "Daily Press" Office. [13]

**WANTED** by two Britishers, two Bed Rooms and Sitting Room with board. Situation Happy Valley. Reply to Box I. "Daily Press" Office. [15]

**WANTED FURNISHED FLAT** or HOUSE. Central or Happy Valley, long or short term. Reply to Box M. "Daily Press" Office. [18]

**SITUATION WANTED** by an English woman as Children's Nurse. Reply to Box N. "Daily Press" Office. [17]

**NOTICE TO CONSIGNEES.**

**OCEAN STEAMSHIP COMPANY, LTD.**

**CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.**

**CONSIGNEES** per Company's Steamer

"ELPENOR"

are hereby notified that the Cargo will be discharged into Horta's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 18th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undischarged after the 24th June will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 5th July, or they will not be recognized. No Fire Insurance will be effected.

**BUTTERFIELD & SWIRE,**

Agents.  
Hongkong, June 18th, 1920. [1088]

**NOTICE TO CONSIGNEES.**

The Steamship "LOWTHER CASTLE,"

FROM NEW YORK.

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the steamer's delivery may be obtained.

Options Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 31st inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 31st inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 10 A.M. by Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL & CO., LTD.**, Agents.

Hongkong, June 15th, 1920. [1084]

**WE HAVE**

Great Varieties of used and unused

**POSTAGE STAMPS**

Single, Sets, Packets, Bags, and

On Approval Books.

**FOR COLLECTIONS.**

**GRACA & CO.,**

Dealers in Postage Stamps, Post Cards, Seeds, Toys, &c. &c.

No. 10, WYNDHAM STREET, HONGKONG.

P.O. Box, 620. [1040]

## WATSON'S

**PRICKLY HEAT**

**LOTION**

**AND**

**PRICKLY HEAT**

**POWDER**

**an infallible remedy—Immediately**

**relieves the irritation and effects a**

**speedy cure.**

**MOSCATINE.**

A few drops sprinkled on the hands

or any exposed part effectually

prevents the bites of Mosquitoes

and Sand Flies.

**A. S. WATSON &**

**CO., LTD.,**

**THE HONGKONG DISPENSARY.**

**BIRTH.**

**WILLIAMS.**—At Shanghai, on June 12th, to Captain R. A. WILLIAMS and Mrs. WILLIAMS (Née Baker-Brown), a daughter.

**MARRIAGE.**

**MARTIN-THOMAS.**—At Shanghai, on June 12th, HUGH MARTIN, son of Principal Alex. Martin, D.D., of New College, Edinburgh, to MARGARET (Fanny) THOMAS, daughter of Ernest Thomas of U.S.A.

**DEATH.**

**WHELOCK.**—At Boston, Mass., GEORGE MANLY WHELOCK, of Shanghai, aged 41 years, by cable.

**ACKNOWLEDGMENT.**

**Mr. B. M. C. CUNHA**, of No. 1, Gordon Terrace, Kowloon, begs to acknowledge, with grateful thanks, the invaluable assistance and services rendered by Captain H. E. MURRAY, I.M.S., and Mr. John MURRAY, Assistant to the Government Medical Officer, Kowloon, on the occasion of the accident to the late Mrs. das Dorea, on the 16th inst. [1093]

**HONGKONG OFFICE:** 10A, Des Vaux Rd., C.

**LONDON OFFICE:** 131, Fleet Street, E.C.

**The Daily Press.**

HONGKONG, JUNE 21st, 1920.

**BREAKING DOWN THE GREAT WALL OF CHINA.**

"It is significant that the greatest physical achievement of the ancient Chinese, the Great Wall, which was constructed to shut out foreign intruders, has been broken down in all essential respects, and China is today fairly ready for foreign assistance in solving her problems, if it be friendly and not predatory." So writes Dr. CHARLES K. EDMUNDS, the President of the Canton Christian College, in a most interesting pamphlet, issued from the Government Printing Office, U.S.A., in which occur some abridged remarks about the Chinese and the problems before them. Dr. Edmunds has travelled many thousands of miles in China, with the object of obtaining scientific data, and he has met with considerable success. He is evidently a broad-minded observer, not only of inanimate nature, but of human nature. He is connected, as President of it, with a missionary institution, but he says

bluntly "much of the prejudice against missionary work has doubtless been due to its connection in many instances with an irrational dogmatism which happily has been and is being largely eliminated by the broadening of education." The one thing that thinking men of this century will not accept is an "irrational dogmatism."

It is true that there are still those who speak the English language who are the natural successors of the famous Biblical character who stands as a classical example of irrational dogmatism. Finding his vested interests endangered, he continued to shout "Great is Diana of the Ephesians." But a mere statement like that carries no weight nowadays. There is always the query "why?" and it must be answered in a convincing manner if the statement is to be accepted. This is an age when reasons are demanded; the spirit of enquiry is applied to the old faiths and the new suggestions. Truth survives. We admire the courage of Dr. EDMUNDS in stating so frankly the results of his observations. He has come to some definite conclusions which may not please the narrow-minded; but his conclusions are the more valuable because of his connection with missionary work. The old charges that the English-speaking peoples have advocated the opening up of China solely for selfish reasons cannot be levelled against this latest advocate of the industrial development of China. He says that the five urgent needs of China are: co-operation (international and internal), capital, organization, native leaders, and regeneration of the people.

And he sums up the situation in two sentences: "Certain types of education demand special attention if China is to be prepared adequately to meet even her immediate needs. These are the departments of engineering, agriculture and medicine." Dr. EDMUNDS has not the slightest doubt of the type of education needed in China to-day. He strongly urges technical training. "The intellectual processes which would be developed in this work are precisely those which the youth of China especially need as a corrective of the traditional neglect of the inductive method; and the intellectual and even ethical results of a thorough investigation of the natural resources of their land, even though inspired primarily by economic considerations, would, if carried out on broad and sound lines, be greater even than the industrial and commercial results." If all missionaries in China would as eagerly advocate the breaking down of the Great Wall built up of ignorance and intellectual arrogance, in China, commercial men would readily recognise their valuable aid in working for the real regeneration of the Chinese people. For similar reasons to those given above we approve of Dr. EDMUNDS' advocacy of the need for scientific education in problems of agriculture. If there were proper agricultural organisation and development of communications in China the land could not only readily support the present population with a greater margin of livelihood, but it would even produce raw materials and foodstuffs for export in much greater quantities than for China, the Missions have given great attention to medical work and there can be no doubt a lasting benefit will result from the splendid efforts of the Rockefeller foundations and British medical schools in China. The breach in the Great Wall of China has been caused by science, and all over the world science is breaking down the old barriers. Until quite recently, the Chinese were almost entirely ignorant of the scientific, or inductive, method of reasoning. Hence the prevailing spirit of inaccuracy and indefiniteness of being satisfied with quite approximate statements, and the irritating unsentimental and unquantitative attitude towards business so often met with in Chinese circles. That spirit is doomed, as surely as was the Great Wall as a measure of military protection was doomed when the mechanical triumphs of the nineteenth century rendered such barriers useless. The Great Wall kept out the barbarous nomads of a few centuries ago; it is as powerless as a chalk line on the earth to exclude an aeroplane.

In Canton the old city wall has gone; that is merely a symbol. Breaches in the wall of ignorance and superstition in China are being made, not only by Dr. EDMUNDS, but by dozens, perhaps hundreds, of thoughtful Anglo-Baxons in China. They should be encouraged to continue their efforts, for they work not only for China, but for the benefit of humanity. They are practical missionaries who let in a flood of light upon ignorance. We agree with the President of the Canton Christian College when he writes of the Chinese as follows: "Their increasing familiarity with the inventions and methods of the West is undermining their superstition." It is also raising their standard of living and improving, perhaps not in theory, but actually, in practice, their moral outlook. The work is slow, but on it rests the hope of bringing progress out of chaos.

Dr. Wu Ting-fang left for Japan last week, for a rest.

Thursday, July 1st, has been appointed a general holiday.

The French cruiser *Desta* arrived in Hongkong on Saturday from Saigon.

Viscount Ishii has been appointed Ambassador to France to succeed Mr. Matsui.

Dr. and Mrs. G. D. R. Black returned from Home yesterday on the P. & O. *Deiantha*.

Peking papers report with regret, the sudden death of Professor Baker of the Peking University.

One case (one death) of plague and one case of cerebro-spinal fever were reported in the Colony on Friday.

The Chinese Recreation Club defeated the Hongkong C.O. on Saturday in the tennis league by seven games.

Mrs. Ritter, wife of the general agent of the China Mail Steamship Co., and family, left for the U.S.A. on Saturday on the *Nile*.

Mr. A. H. Hollingsworth has been appointed to act as Director of Public Works during the absence on leave of the Hon. Mr. W. Chatham, C.M.G., or until further notice.

The Humphrey Bishop Co. are arriving in Hongkong on Tuesday next on the *Yicko Maru*, and have decided to open their season on Thursday, instead of on Friday as originally advertised.

Major-General F. Venris, C.B., returned to Hongkong yesterday from Singapore on the P. & O. s.s. *Deiantha*. We understand that the General leaves the Colony for Home some time next month.

H.E. the Governor has appointed the Hon. Mr. E. D. V. Pary to be a Member of the Authorized Architects' Committee during the absence on leave of Sir Paul Chater, C.M.G., or until further notice.

Commander E. B. Cloete has been appointed to H.M.S. *Turandot*, in command on taking over as senior officer of the West River. Lieut. E. R. A. Farquharson has been appointed to the same vessel.

His Majesty the King has been pleased to approve the re-appointment of the Hon. Mr. Lau Chi-pak to be an Unofficial Member of the Legislative Council for a further period of two years, with effect from March 2nd, 1920.

A very pretty wedding took place recently at Yokohama, when Miss Margaret Hope Payne, only daughter of Mr. and Mrs. William T. Payne, of Yokohama, became the bride of Mr. David Livingstone Dawson, formerly of Christian Mission, North Chippewa, Wis. The wedding gifts were very numerous and costly. The staff of the Canadian Pacific Ocean Service, of which Mr. Payne has long been the manager for the Far East, sent a silver tea-service of five pieces on an ebony tray, with silver handles and bands, and the foreign staff of the Chartered Bank, of which Mr. Dawson is a member, sent to the bride an elaborate toilet-set of a dozen pieces, in tortoise shell, monogram, of cubist design, in gold, on each article.

Passengers on the s.s. *Nile*, which left on Saturday, northward bound, included Sir Raymond Dennis, K.B.E. and Mr. W. E. Hobbs, O.B.E., who are making a tour of the world together (and interviews with whom on "Motor Transport" and "St. Dunstan's Hostel for Blind Soldiers and Sailors" appeared in a recent issue). During his visit Sir Raymond Dennis appointed as sole agents for the Dennis 3½ and 2-ton motor lorries and char-a-bancs for Hongkong and South China Messrs. Alex. Row & Co., 25, Des Vaux Road Central, Hongkong and this firm will shortly receive a vehicle of each model for demonstration purposes. Sir Raymond informed our representative that he was greatly impressed by the possibilities of motor transport in Canton which city he visited on Wednesday last. The new roads made on the site of the old city



# LEAGUE OF NATIONS: MR. BALFOUR'S DEFENCE OF ITS POLICY.

## OUTLOOK OF THE EMPIRE. LORD MILNER DISCUSSES CONSTITUTIONAL QUESTION.

### AMERICAN LABOUR: RECOGNITION OF IRISH REPUBLIC.

#### DEMPSEY ACCEPTS CARPENTIER'S CHALLENGE.

**LATEST CABLES.**  
[THROUGH REUTER'S AGENCY.]  
**THE LEAGUE OF NATIONS.**  
INTERESTING DISCUSSION IN THE COMMONS.

LONDON, June 17th.  
In the House of Commons, replying to Col. J. G. Gorton, Mr. Cecil Harcourt stated that the members of the League of Nations had up to the present contributed £170,000 to its funds.

On the vote for the British Embassies and Consular Services, under which the expenses for the League would fall, Mr. Balfour claimed that the League had already performed considerable services to the world. The permanent Secretariat of the League would be in London till the general meeting of the League in November when its future would be decided. He mentioned that an office had been established for the registration of treaties. In the future, no Treaty would be valid unless it was registered and was open for inspection.

Mr. Balfour stated that the question of the division of expenses among the members of the League would be submitted to the experts of the International Financial Conference at Brussels.

#### WHAT THE LEAGUE HAD ALREADY DONE.

Dealing with the four permanent Committees established under the League, on Armaments, Health, Transit, and International Justice, respectively, Mr. Balfour emphasised the importance of the work of the Armaments Committee, but pointed out that everything depended on the nations supporting the policy of disarmament. If such nations declined to adopt disarmament on the ground that armaments were necessary for their security, then the tragedy for the League of Nations and the world was great indeed.

Dealing with the work of the League in connection with the Peace Treaty, Mr. Balfour mentioned the appointment of a Commission to delimit the Saar Valley, also an international body to administer the Saar Valley.

The League had appointed a High Commissioner for Danzig, who framed the Constitution of Danzig to general satisfaction and was drawing up a Treaty between Danzig and Poland.

The League was also dealing with the question of the threatened spread of zymotic disease from the East to the West, especially in Poland. The League had acted through the Red Cross Societies and appealed to the nations for funds. The League was also supervising the return of prisoners from Russia to Europe and vice versa, and was also considering the question of international finance and the dislocation of credit, in which connection a meeting of the experts of the world would be held.

The League was doing its best to find a European Power to undertake the mandate for Armenia. Some nations were prepared to supply the mandatory with necessary resources.

Mr. Balfour proceeded to protest against the activities of those enthusiasts who are urging the creation of a super-State to direct a force levied by and paid for by the sovereign States of the world.

He declared that the problem of bringing order out of chaos must be dealt with by the Supreme Council, or otherwise those who were throwing their burden upon the League were doing it to the greatest possible detriment. The League if overloaded would assuredly break down and the most promising effort up to the present day made in the direction of a new civilisation would be destroyed.

#### MR. ASQUITH'S PERTINENT QUESTIONS.

Mr. Asquith hoped that the victorious Powers would not be slow to set the example as regards disarmament.

He asked whether Polish aggression did not come within Article XI, and whether the mandate for Palestine came from the League. He asked whether the mandate for Mesopotamia came from the League, and urged the winding up of the Supreme Council in order to let the League become a reality.

#### LORD ROBERT CECIL'S VIEWS.

Lord Robert Cecil declared that the lack of a formal decision in regard to the mandates for Africa was producing very deplorable conditions. He urged that all those questions should be settled at the earliest possible moment. There was no room for two supreme international bodies such as the Supreme Council and the Council of the League.

In regard to America, he said it was difficult for us to discuss freely her position, but he was sure nothing would encourage our friends in America more than for us to be able to argue with them that as the League had accomplished so much in the preservation of peace, it was undesirable that they should stand aside in the great work.

#### MR. BALFOUR REPLIES.

Mr. Balfour, replying, said that Lord Robert Cecil was the most intolerant man on this subject he had ever known. Nothing but abject submission, not only to the broad principles on which he went but also to every detail of their carrying out, would satisfy him.

As regards Poland, the conditions contemplated by the League were as follows:—Two nations approaching a state of war and the League intervening and saying "You must not fight until all the machinery of the law and arbitration is brought into play." He could not conceive a more difficult or more doubtful case, because not only was the war going on but it was a war between Powers unrecognised by any nation throughout the world. The Poles asserted, rightly or wrongly, that one effect of their intervention was to free the Ukrainians from the Bolshevik yoke and they were welcomed as "liberators" from a Bolshevik invasion. To rush in on such an occasion would be like rushing into the street and fighting pinning the arms of one of the combatants while leaving the other free.

Referring to the question of the mandates, he said that the terms of the mandates were to be determined by the Peace Conference but the use to which the mandates should be put was left to the League of Nations. That was intended at Paris. Consequently, it was regrettable that the mandates were not ready. He would not say this was a matter for which the League was to be blamed. It was due to the fact that the negotiations had taken a longer time than anticipated. The League would come in when the mandatory Powers had accepted the responsibility for carrying out their mandates.

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#### AMERICA AND LEAGUE OF NATIONS.

##### MR. TAFT'S INTERESTING PROPHECY.

BALTIMORE, June 18th.  
Ex-President Taft, speaking at a luncheon here at which the British Ambassador, Sir Auckland Geddes, was present, declared that America could not escape from the League of Nations which will be adopted after the elections are out of the way. He did not mention the Irish question specifically, but evoked loud cheers when he declared that America must not interfere in British domestic matters, adding "We must do to Britain as we would have Britain do to us."

#### SENATOR HARDING ACCEPTS CHALLENGE.

NEW YORK, June 18th.  
Senator Harding, the Republican candidate for the Presidency, has accepted President Wilson's challenge to submit the Peace Treaty to the referendum throughout the country. Senator Harding declares that the Republican attitude as regards preserving America's nationality will be overwhelmingly endorsed.

#### IMPERIAL SHIPPING COMMITTEE.

##### TO IMPROVE INTER-IMPERIAL COMMUNICATIONS.

LONDON, June 17th.  
The Premier has appointed an Imperial Shipping Committee to inquire into the whole question of shipping communications between different parts of the Empire with a view to an improvement. Mr. H. J. Mackinder, M.P., is Chairman. All the Dominion Governments have nominated their own representatives. Australia will be represented by Mr. H. B. Larkins, New Zealand by the High Commissioner, and South Africa by Capt. G. Bowden.

#### GERMANY.

##### DIFFICULTY IN FORMING A CABINET.

BERLIN, June 17th.  
Herr Ertzbach was unsuccessful in forming a Cabinet. Dr. Mayer, Charge d'Affaires in Paris, was then invited to form a Cabinet, but he declined.

#### ANOTHER ATTEMPT.

BERLIN, June 18th.  
Herr Fehrenbach is attempting to form a Cabinet from the old Coalition parties. The Social Democrats have declined to participate, but they will not oppose the Government unless it adopts an anti-Labour policy.

#### DEMPSEY ACCEPTS CHALLENGE.

##### FIGHT TO TAKE PLACE IN OCTOBER.

WICHITA (Kansas), June 17th.  
Dempsey has accepted the challenge of Carpentier for a fight in October.

#### REFUGEES FROM KIEFF.

##### CHINESE FIGHTING FOR BOLSHIEVICS.

WARSAW, June 18th.  
Seventeen thousand refugees have arrived from Kieff under the charge of the Red Cross, whose Commander relates that Bolshevik aeroplanes bombed the city and artillery heavily bombarded the city. Fifty fires started and there was no water to extinguish them. German staff officers participated in the operations of the Bolsheviks among whom were some Chinese.

# THE BRITISH EMPIRE. RELATIONS WITH THE SELF-GOVERNING DOMINIONS.

LONDON, June 17th.

In the House of Lords, Lord Charnwood drew attention to the necessity of devising machinery to ensure continuous consultation between different parts of the Empire as regards important imperial and international questions.

Lord Milner, replying, emphasised that there was certainly no occasion for any nervousness that proposals would be made in this country that the different Governments of the Empire could be brought into a new form of subjection. He said the time was long past when such an impression could reasonably be entertained by even the most nervous Dominion statesmen or citizens.

#### NO AUTHORITY OVER THE DOMINIONS.

It was now common ground, and we gladly accepted the position, that there was no kind of authority in practice—whatever might be the theory in the Constitution—that the Parliament and people of the United Kingdom claimed any longer to exercise over the Parliaments and people of the Dominions. We frankly accepted them as partner nations, equal in status, though by common consent we might hold the position of leadership as the head of the family.

#### AGREEMENT IN POLICY ESSENTIAL.

It was supremely important for the Empire and the world that the self-governing Dominions and the United Kingdom continue to pursue a common policy in all great questions concerning international affairs. It was supremely important, as the Hon. W. A. Watt, Treasurer of the Australian Commonwealth, recently said, that in the councils of the world the Empire could speak with a single voice, but if that was to be accomplished under the present constitutional conditions it would only be because the self-governing nations agreed upon a particular policy. There was no power in the Constitution to impose the will of the majority upon the dissentient. If they did not agree, common action was impossible.

#### COMPLETE AGREEMENT DURING WAR PERIOD.

Fortunately, in the great test of experience in recent times, namely, the test of our war policy, we all continuously agreed, both about our policy as a whole and in every important chapter. He would admit that it would be too sanguine to presume that we could always count upon being circumstances might arise, even in a great international crisis, in which the action of the Empire would be paralysed or greatly weakened owing to non-agreement between all the Dominions, and, consequently, either nothing would be done or much less effective action would be taken by some portions of the Empire than would otherwise be the case. That would be a disaster, but it was only likely to occur if we lost, during peace time, the close touch with one another which we established in war time.

#### THE POSSIBILITY OF A CLASH.

He did not believe that on any very great world question different views would be taken by different parts of the Empire so long as they remained in intimate touch with one another and able to consult one another beforehand before the crisis arose. He dreaded the possibility of a clash because action had been taken, for instance, by one member of the family, or because some policy was pursued by, perhaps, our Foreign Office over a number of years, of which the Dominions were not aware, involving a critical position—when we would not find ourselves supported by others of the family, simply because they would not know enough of the previous circumstances leading to the clash. He agreed that it was of vital importance to maintain continuous knowledge on the part of such self-governing Dominions of the policy which any one of them was pursuing, and, chiefly, which the United Kingdom was pursuing as regards foreign policy.

#### THE GOOD RESULTS OF THE IMPERIAL CONFERENCE.

Dealing with the existing methods of consultation, Lord Milner said the Imperial Conference was gathering very great influence. Its resolutions had considerable effect upon the conduct of affairs in the different countries represented, and a good deal of very useful work in pulling the Empire together had been the result of these occasional meetings. We must regard the Conference as a regular permanent organ of our Empire Constitution, because it had a permanent secretariat to pursue various questions, collect material for future conferences, and by communicating with various Governments, to see the resolutions of the Conference carried out. Although it was a very valuable instrument, the Conference was very far, owing to the long intervals between the conferences, from ensuring that the strength of the Empire was continuously brought to bear upon the direction of affairs in the world in the way in which the powers of any unified Government could be exercised.

#### INFLUENCE OF THE EMPIRE AS A WHOLE.

He pointed out that there was no Ambassador anywhere representing the Empire, in the same sense as he represented the United Kingdom. Therefore the question arose whether we should not devise the means of making the influence of the Empire as a whole, as distinct from the United Kingdom, continuously effective in the councils of the world. This was temporarily achieved in war time and during the peace negotiations, through the Imperial War Cabinet and the British Empire Delegation. It brought the whole force of the Empire to bear daily upon the course of world events. The Imperial War Cabinet was as complete an Executive of the whole Empire as could possibly be conceived, but it was bound to fall in abeyance at the end of the war, if only because the Premiers of the Dominions could not continue to remain.

# ACTION REPRESENTING THE WHOLE EMPIRE.

It was still very important—it would be possible, if not continuously anyway occasionally—to establish an instrument of government not only able to discuss imperial affairs but able to take action representing the whole Empire. He was absolutely convinced that something more was necessary than we had got in the Constitution of the Empire, if the splendid harmony existing in war time was not to be frustrated away in peace time and if we were not to separate from one another going different roads even, without knowing it. He was convinced we would be able to hold together on all matters of world importance only if we kept in closer touch than it was possible to do merely by means of imperial conferences held every four or five years.

#### THE INDEFINABLE SOMETHING.

He was sure that something which brought the peoples of the different self-governing States of the Empire—who were actually responsible for the conduct of their affairs—into constant, close touch with one another was essential, if the Empire was going to play the great role it ought to play in the world. Something of this kind must be done. Something of this kind was in the minds of statesmen not only here but in the self-governing countries under the Crown. They were alive to the necessity of some perfect organization to keep the Empire on the same lines of policy, and if necessary, to ensure its whole strength being thrown into the right scale at a critical moment.

#### SUCCESS OF THE LEAGUE OF NATIONS.

He agreed that the success of the League of Nations depended above all on the British nation, who were a League already by nature. Being able to speak with one voice, he believed that if they did they would hardly ever differ on matters of supreme importance with the United States. Then the two great Anglo-Saxon Powers could make the League a success and secure the peace of the world. It was generally recognised in the self-governing Dominions, as in this country, that it was necessary to have more complete and constant touch in order to ensure common influence and common action, and that this necessity was felt in the Dominions was proved by the fact that the Imperial Government had been pressed strongly by all of them to hold as soon as possible a meeting in order that the constitutional question might be discussed in all its details, with a view to seeing how harmonious co-operation could be secured in the future.

#### A CONFERENCE OF EXTRAORDINARY IMPORTANCE.

It had been hoped that this meeting would take place in 1920, but all had agreed that it must be postponed until 1921. The meeting, if it was to be a success and put the future constitutional relations of the Empire on a good footing, must be a meeting presided over by the Prime Minister, even though not exclusively so. The Conference should not be confined with the periodical Imperial Conference. It might take its place for a particular year, but it was distinct from that. It was in the nature of a Constituent Assembly, which was to try and arrive at a basis on which our relations with the Dominions would in future be conducted. It would be a meeting of extraordinary importance, but, pending its constitution, he expressed the opinion that it would be undesirable to put forward a particular scheme for bringing about that harmonious action in different parts of the Empire which it was the object of all to ensure.

#### RACING IN ENGLAND.

##### RESULTS OF THE ASCOT GOLD CUP.

LONDON, June 17th.  
The weather was unsettled at Ascot. The result of the Gold Cup was as follows:—

Tangiers ..... 1  
Juvencourt ..... 2  
Keynote ..... 3  
Six horses ran. Buchanan, favourite at 10 to 11, won by a neck, but was disqualified for grossing. Four lengths separated Tangiers and Juvencourt.  
The betting was as follows:—  
Tangiers ..... 100 to 15  
Juvencourt ..... 100 to 8  
Keynote ..... 10 to 1

#### TENNIS.

##### SHIMIDZU BEATEN.

LONDON, June 18th.  
At Queen's Club the following were the results in the semi-finals in the Singles and Doubles tournaments:—  
Johnston (America) beat Dudley (England) by 6-1, 8-6.  
The American Tilden beat the Japanese Shimidzu by 6-1, 6-1. This is Shimidzu's first defeat in England.  
In the Doubles, Johnston and Tilden (America) beat Ritchie and Fisher by 6-2, 8-6.  
Williams and Garland (America) beat Shimidzu (Japan) and Mitsu (Rumania) by 6-2, 6-2.

#### COAL INDUSTRY.

##### OUTPUT AND PROFITS.

LONDON, June 18th.  
Official returns of the profits in the coal-mining industry for the quarter ended March 31st show an output of 62,000,000 tons and profits of £14,250,000.

#### OBITUARY.

LONDON, June 18th.  
The death is announced of Lord Cozens Hardy.

# AMERICAN LABOUR FEDERATION.

## SOVIET GOVERNMENT AND POLITICAL RECOGNITION.

MONTREAL, June 18th.  
The American Federation of Labour, after a heated debate, blocked the motion asking the United States to recognise the Soviet Government and to lift the blockade against Russia.

A telegram from Mr. Bainbridge Colby, Secretary of State, contributed to the above decision. He stated that the Soviet Government had insisted on political recognition as a condition of refusal of any commercial contract, and declared that the existing regime in Russia did not represent the will of any considerable proportion of the Russian people. "It repudiates," he added, "every principle of the harmonious and trustful relations of nations and of individuals. It is based on a negation of honour and good faith and undermines the struggle of international law."

#### ASIATIC IMMIGRATIONS.

The Federation passed a resolution calling on Congress to cancel the "Gentlemen's agreement" with Japan and to exclude absolutely Japanese and other Asiatic immigrations.

#### EXCLUSION OF PICTURE BRIDES.

The Convention also demanded the exclusion of so-called "picture brides," namely prospective wives chosen by photographs from Japan.

#### MORE IMPORTANT DECISIONS.

MONTREAL, June 18th.  
The American Federation of Labour has pledged itself to support the strike of longshoremen on the Atlantic and Gulf coasts in the fight for recognition.

They also passed a resolution demanding the repeal of compulsory arbitration under sections of the American Railroad Law and opposed compulsory military service. The building trades' organisation of the Federation at a separate meeting declared war on the principle of one big Union for Canada and agreed to send representatives of each of the twenty International Building Trade Unions to Winnipeg and other cities to open this campaign.

It was announced that it had been decided to revoke the charters of all Unions failing to expel the "one big union" members.

#### IRISH REPUBLIC.

MONTREAL, June 17th.  
Amid applause, the American Federation of Labour passed a resolution reaffirming its stand for the recognition of the Irish Republic, urging that the military forces of occupation in Ireland be withdrawn, that the Irish people be accorded the right of self-determination.

#### WIRELESS OPERATORS' STRIKE.

##### BOARD OF TRADE DECISION.

LONDON, June 18th.  
The Board of Trade has notified ship-owners in view of the urgent importance of the free movement of shipping that no proceedings will be taken against ships sailing without wireless operators during the continuance of the strike.

#### MR. GODFREY ISAACS' WARNING.

LONDON, June 18th.  
Speaking at the annual meeting of the Marconi Company, Mr. Godfrey Isaacs stated that the demands for wireless operators represented half a million annually, and declared that as long as the strikers committed breaches of agreement and threatened to uphold the whole mercantile shipping of the country no conference was possible.

#### UNREST IN IRELAND.

##### ANOTHER HAIR-CUTTING OUTRAGE.

LONDON, June 18th.  
Sixteen Sinn Feiners to-day attacked two young ladies at Castletown Roche, County Cork, and cut off their hair because they had entertained two military officers at their home. The party afterwards attacked the officers, burned their motor car, and flung the girls' hair into the flames.

#### POLICE GARRISON REPULSES SINN FEINERS.

LONDON, June 18th.  
A hundred Sinn Feiners attacked the police station at Cooke Town in the north of Ireland using rifles and grenades. The garrison of twelve stoutly resisted them with bombs, and repulsed their assailants several of whom were wounded.

#### LABOUR CONFERENCE.

##### APPOINTMENT OF COMMISSIONS.

GENOA, June 18th.  
The Labour Conference has decided to appoint a Commission of thirty members, equally composed of Government delegates, shipowners and seamen to consider the Convention as regards laws of labour drafted by Sir Montagu Barlow, also a Commission of twenty-five members to discuss the question of seamen's contracts and the draft convention dealing with unemployment.

#### THE PRINCE OF WALES.

##### PUBLIC RECEPTION AT SYDNEY.

Sydney, June 18th.  
The Prince of Wales' visit is the absorbing topic. The problem of street traffic is most difficult. At the public reception at the Town Hall this morning there was an enormous attendance.

#### NATURALISATION BILL.

##### FOR ENEMY ALIENS IN CANADA.

OTTAWA, June 18th.  
In the House of Commons, the Government has introduced a bill to permit the naturalisation of enemy aliens resident in Canada for ten years.

# TURKEY. NATIONALISTS ATTACK BRITISH TROOPS.

CONSTANTINOPLE, June 17th.

A British outpost on the Ismid front, consisting of a company of the Punjab, was suddenly surrounded by a superior force of Turkish Nationalists. The British officer commanding decided to withdraw, the Nationalist Commander agreeing not to hamper the retirement.

The advance guard was allowed to pass without mishap, but the Nationalists treacherously opened fire on the main body, wounding 30 men and taking prisoner an Intelligence Officer. Reinforcements were hurried up, while a British warship kept the Nationalists at bay, shelling their positions. "It appears certain that Mustafa Kemal is much chagrined at the British barring his way to Scutari, but whether he or the local commander ordered the attack is at present not known."

#### GENERAL DE ROBECK ON THE SCENE.

CONSTANTINOPLE, June 18th.  
General de Robeck and a Scottish Regiment left to-day for Ismid, where two British cruisers have arrived. A French warship has arrived at Heraclea.

#### BRITISH CASUALTIES.

CONSTANTINOPLE, June 18th.  
It now appears that the British casualties were 15 killed and 23 wounded in the fighting at Ismid.

The Greeks went to assist the Punjabis whom they extracted. There were no further casualties. The guns of the British warships, it is believed, heavily punished the Nationalists who were commanded by Ali Funt Pasha, Commander of the 20th Corps, who fought against the British in Palestine.

It appears that a general attack against the British in the Ismid area is contemplated.

#### RESUMPTION OF TRADE WITH RUSSIA.

##### ANOTHER MEETING WITH M. KRASSIN.

LONDON, June 17th.  
The permanent Committee of the Supreme Council met M. Krassin to-day to discuss the preliminaries for the opening of trade with Russia.

#### DECISION OF BELGIAN CABINET.

BRUSSELS, June 18th.  
The newspapers state that the Cabinet has passed a resolution in favour of re-establishing economic relations with Russia.

#### WHAT RUSSIA WANTS TO SELL.

PARIS, June 18th.  
In an interview with the representative of *La Liberté*, M. Krassin declared that Russia had available for export 2 to 3 million tons of petroleum and similar products, 5,000,000 tons of flax, 2 to 3 million tons of fine leather, several million tons of sheepskins, 3,000 tons of hops, 4,000 tons of resin, 200 tons of turpentine, 10,000 tons of mineral oils, 25,000 tons of salt, also quantities of bogs, bristles, building woods, manganese, iron, graphite and tobacco. He offered a guarantee to foreign capitalists for the exploitation of factories of cellulose and paper and for traffic on the Volga and the Don Canals.

#### COPPER FOR FRANCE.

##### BIG COMMERCIAL DEAL WITH AMERICA.

PARIS, June 17th.  
A Havas message says:—  
Two years' supply of copper for France, amounting to 75,000 tons, is to be furnished under the financial arrangement just signed by the American Copper Export Associations. This is said to be the first of a series of gigantic commercial deals concluded with a view to obtaining the export of raw materials and machines without further affecting the exchange rate in New York. *Le Matin* states that American suppliers have sold 75,000 tons of copper to French firms on credits amounting to \$25,000,000. Importance attaches to the fact that the Federal Reserve Bank has agreed to advance loans to American business men in the deal on the sole guarantee of the French Bank.

#### BOLSHEVICS IN PERSIA.

##### M. KRASSIN INTERVIEWS PRINCE FIROUZ.

LONDON, June 17th.  
M. Krassin called on Prince Firouz, the Persian Foreign Minister, and had a lengthy interview with him.

#### TO ABOLISH WAR.

##### COLD WATER DOUCHE FOR LEAGUERS.

LONDON, June 18th.  
The League to Abolish War sent a deputation to Mr. Lloyd George, Mr. Balfour, and Lord Curzon. The Premier categorically refused the deputation in endeavouring to pin them down to details with a view to demonstrating their impracticability. The Premier pointed out that the Great Powers were already too engaged to supply forces to create an international police. Moreover, the discussion on the subject was idle until America came in the League. Mr. Balfour inquired where the proposed forces would be kept—St. Helena or Labrador? For if kept in France they would not fight France, if kept in Great Britain, they would certainly not fight England. The Premier emphasised that any present attempt to force the pace would only destroy the League.

(Continued on page 4.)



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Some years ago Messrs. Savory & Moore obtained possession of a formula by the celebrated Dr. Jenner for a lozenge possessing remarkable power to absorb acidity in the stomach. They confidently recommend these lozenges, of which they have this sole manufacture, as a safe and reliable remedy for HEARTBURN, FLATULENCE, ACIDITY, and digestive disorders. One or two lozenges give immediate relief, even in the worst cases, and taken before a meal prevent those distressing symptoms due to indigestion which so frequently follow. Thousands of sufferers testify that they have derived more benefit from Dr. Jenner's Absorbent Lozenges than from any other remedy. They are pleasant to take and quite harmless.

## TESTIMONY.

"One of the best and wisest things I ever did in my life was to ask for a sample of your Dr. Jenner's Absorbent Lozenges. Up to the present I have had but your sample box, another box you sent me, and one I bought from a chemist, and I have practically lost all symptoms of a most distressing Heartburn and Acidity, from which I have suffered for years. I can now eat things I dared not touch before."

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## IN JAPAN PROPER

|                    |                |
|--------------------|----------------|
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| Kanagawa (Hikita)  | Yokohama Hotel |
| Kanagawa (Hikita)  | Yokohama Hotel |
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## IN MANCHURIA

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| Kanagawa (Hikita)  | Yokohama Hotel |

## CABLES.

(Continued from page 5.)

## LATEST CABLES.

[THORNTON &amp; CO.'S AGENCY.]

AMERICAN MERCHANT  
MARINE BILL.BRITISH OBJECTIONS TO TWO  
SECTIONS.

New York, June 18th.

The Washington correspondent of the Associated Press says it is believed that Britain's objections to the enforcement of the American Merchant Marine Bill is likely to be the subject of formal representations to the State Department.

They are understood to be based primarily on two sections of the measure. One of these sections prohibits the carrying of merchandise on other than American ships between American ports via a foreign port, which would thus prevent the carriage of freight between points in the United States and Alaska over the Canadian railroads or on Canadian ships. The other section directs the President to determine as soon as possible, under its terms, all Treaties restricting the right of the United States to impose discriminatory duties on foreign shipping entering American ports.

## NAURU ISLAND.

## RESOLUTION CARRIED.

LONDON, June 18th.

In the House of Commons, during the discussion on the Nauru Bill, Commander Kenworthy maintained that owing to the distance between Nauru and the United Kingdom, the arrangement would not be a commercial proposition in this country. Col. Leslie Wilson, replying, pointed out that before the war, Germany took all the phosphate she could get from Nauru to Stettin, an even greater distance than to England, and that the Company paid between 25 and 30 per cent. dividend.

Mr. Newton Moore congratulated the Government on the arrangement, which, he said, would be of the greatest value to agriculture and would mean cheap wheat in many countries. Several members repeated their opposition argument regarding the League of Nations' aspect. The resolution was carried by 60 votes to 20.

## LUXURIES IN THE U.S.A.

## SOME AMAZING FIGURES.

New York, June 17th.

Amazing figures concerning the amount spent on luxuries in America are given in a statement from the Secretary of the Treasury.

No less than \$10,000,000 were spent in the past 12 months on chewing gum, \$200,000,000 on sweets, \$160,000,000 on cigarettes, \$75,000,000 on temperance drinks, \$150,000,000 on perfumery and cosmetics, and \$100,000,000 on toilet soaps.

WELL-KNOWN BANKER'S  
DAUGHTER MARRIED.

New York, June 18th.

The marriage of Maud, daughter of Mr. Otto Kahn, the well-known banker, and Major Marriott, of the Scots Guards, was celebrated to-day on Long Island.

## SILVER MARKET.

PITMAN ACT REGULATIONS  
MODIFIED.

LONDON, June 17th.

The Times' New York correspondent has reported that the Treasury will modify the regulations for the mints to purchase silver under the Pittman Act so as to permit the buying of mixed silver. Silver reduced in the United States from foreign ores will be bought at the market price at a dollar an ounce.

## PRIMATE OF ALL IRELAND.

## ARCHBISHOP D'ARCY ELECTED.

LONDON, June 17th.

Archbishop D'Arcy of Dublin has been elected Archbishop of Armagh and Primate of All Ireland.

AUSTRALIAN LABOUR  
TROUBLES.

## ELECTRICIANS' STRIKE SETTLED.

MELBOURNE, June 17th.

The Council is granting the electricians an increase of 4s. 6d. daily.

## The strike has ended.

## COUNTY CRICKET.

LONDON, June 17th.

Lancashire beat Kent by three wickets. HIGHEST INDIVIDUAL SCORE OF THE SEASON.

Nottinghamshire beat Sussex by 78 runs. Yorkshire beat Essex by 208 runs. Middlesex beat Hampshire by 9 wickets. Middlesex in the first innings made 451 runs for 5 wickets, Lee contributing 321 in an unbroken innings, the highest individual score of the season.

## FIRE IN GLENTANAR FOREST.

LONDON, June 17th.

Smouldering patches in the Forest of Glentanar, fanned by a breeze, sprang into flame again, spreading on a front of seven miles.

## TOWN SAVED.

LONDON, June 18th.

The Glen Tanar forest fire has been brought under control and the town of Aboyne saved from destruction by the deliberate burning of the Aboyne Deer Forest.

A large fire is reported from the Rothiemurchus Forest in Invernesshire.

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THORNYCROFT OIL FUEL SYSTEM.

Commercial, High-speed and Pleasure Craft.

THORNYCROFT WATER-TUBE BOILERS.

THORNYCROFT MOTOR VEHICLES.

30 H.P. &amp; 50 H.P. MARINE SETS IN STOCK.

For quotations apply—

S. HOWARD.

ROOM 558,

HONGKONG HOTEL,

Motor Expert for

## THE FUJI PAPER MFG. CO., LTD.

TOKYO

(The Largest Paper Mill in the Orient).

Promptitude in Execution of Order

## PAPER

Quickest Delivery from Large Stock on hand.

SOLE AGENTS:

THE FUJI TRADING CO., LTD.

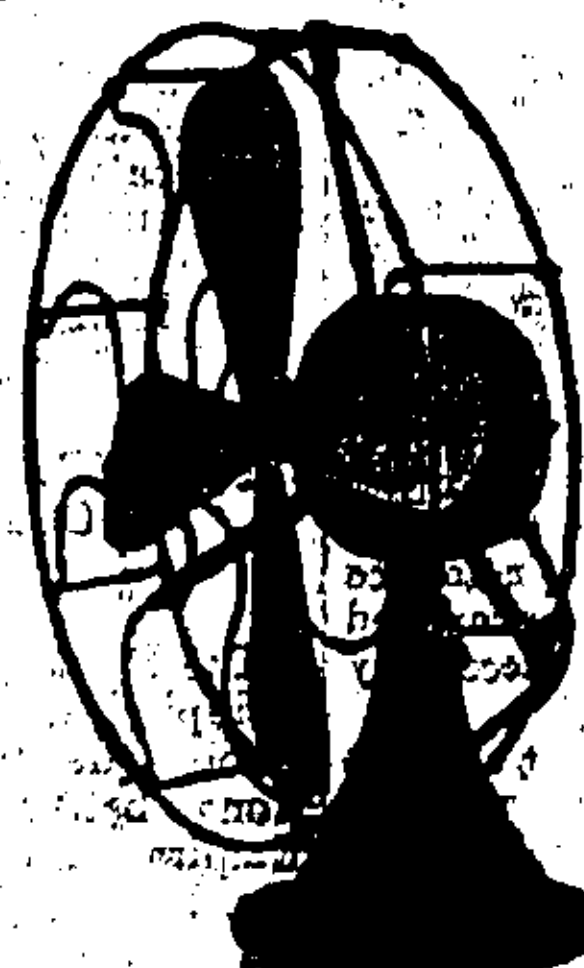
(Inc. in Japan).

HONGKONG.

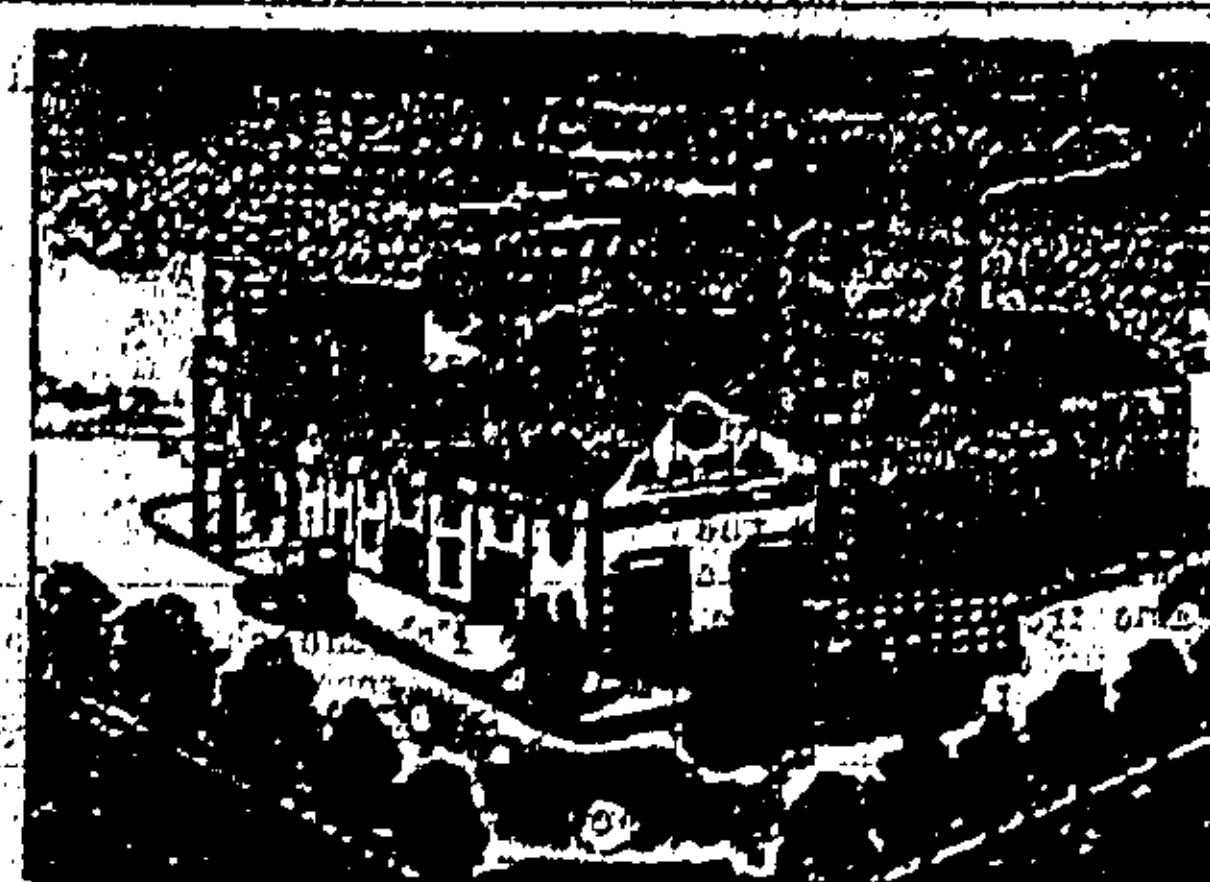
THE  
UNION ENGINEERING CO.

York Building.

Tel. 3273.



## THE PEERLESS.

9" x 12" x 18" Alternating current and Direct current  
Frame Oscillating Desk and Bracket Fans in Stock.

## IMPORTANT NOTICE.

Manufactures the most Important Point is Improvement, and in Distinct Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when slightly dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method allows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant, and compares most favourably with other Oils used for Culinary purposes: there is no residuum.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

Foreign Correspondence wanted. Capacity per day 20 tons.

## NAM CHAU OIL FACTORY.

Office—No. 227, Queen's Road Central, HONGKONG, Tel. 1292.

Factory—No. 26, Kwei Lin Street, SAMSHUIPO.

The Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

## SANTAL MIDY

These tiny Capsules—superior to Copaiba, Cubebs, and injections—CURE the same diseases as these drugs in

FORTY-EIGHT HOURS without inconvenience.

Each Capsule bears the name  
Paris, 8, rue Vivienne.  
Sold by all Chemists.

THE NEW FRENCH REMEDY,  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3  
No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Syphilis.  
Each Capsule bears the name  
Paris, 8, rue Vivienne.  
Sold by all Chemists.

JOHN SALL.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS July to December,  
1919.

With Index, Price \$7.50.

Old sale at the HONGKONG DAILY PRESS  
Office.



THEATRE ROYAL  
HONGKONG.

By Special Request

An Extra and Final Farewell Performance will be given on Wednesday next, June 23rd, when Miss

## MARIE TEMPEST

Mr. Graham Brown and the entire Tempest Company will present

W. Somerset Maugham's Comedy

MRS. DOT

Positively Last Performance

PLAN AT MOUTRIE'S

## ARE YOU THINKING OF JAMAICA.

Jamaica is the one place where prices remain almost at pre-war level. Jamaica is the land of perpetual sunshine and perfect climatic conditions. Jamaica is the country where profitable employment may be had or elderly officers may retire and live in comfort under the British flag on slender incomes.

Such was the purport of numerous letters and articles in the Press last autumn, and I—being one of those who have lost their pre-war occupation and find themselves stranded by reason of their war service—thought: "This is the place for me and my family. I will go and see."

So I went out in December, and—I have just come back.

The intervening period I spent in traversing the island from north to south, from east to west, collecting and sifting information from all and sundry, from residents, planters, officials, lawyers, estate agents, travellers, men in the street, the clubs, the railway, and others.

The result is that I would say most emphatically to any intending settlers, "Don't!" Jamaica is no place for any seeking to invest capital or to obtain employment or to found a home from home in comfort on a slender income.

## UNDENIABLE CHARM.

The charm and beauty of the island are undeniable, fascinating, and delightful beyond words.

The deep blue skies flecked with white clouds, the glorious tropical nights, with millions of stars flashing like diamonds against a black background, the brilliant moon bathing the land in a flood of hard white light, the mountains and hills and vales clothed from top to bottom in riotous, exuberant vegetation and flowering trees, creepers, and plants, the soft blue haze that lends enchantment to the distances—all combine to charm and bewitch a lover of nature and fill him with a feeling of rest and peaceful content.

The climate, too, is perfect—always warm enough by day to allow the lightest of white linen clothing to be worn in comfort, and rarely exceeding 90 degs. in the shade on the coast or 80 degs. in the uplands of the interior, such as Mandeville. Rain is frequent, especially during May and October, but usually comes in storms that give place to the blue sky in a short time and leave the glorious tropical vegetation revelling in triumph.

## THE OTHER SIDE.

All this is very much on the credit side. But prices of all commodities, from land to lime squashes, from houses to hats, prices at hotels, petrol, travel by rail or motor-car, and general cost of living are as high as in England, or higher, taken all round, with a few notable exceptions, such as servants' wages, rates and taxes, fuel and fruit.

Sugar or banana land that used to cost £10 to £15 per acre is now £30 to £40 per acre. Cattle pens, logwood lands, tobacco, coffee, coconut and cocoa plantations are 100 per cent to 200 per cent above pre-war prices.

Houses to let unfurnished are unobtainable in the best climatic and residential districts. The few that come into the market are "for sale" only at fantastic prices—three times or more above pre-war prices. I was offered one furnished bungalow at a rental of £15.10s. per week, well situated, with fine, well-furnished living rooms and verandahs, three very small bedrooms, kitchen, and outbuildings like a pigsty, no water supply beyond an open rainwater tank unprotected and unfiltered, and no sanitary arrangements at all!

All ye about to go there, don't—X in Daily Express.

## CHINESE ADVISORY COMMITTEE AT SHANGHAI.

## STEPS TOWARDS ITS ELECTION.

The Chinese General Chamber of Commerce has agreed to hold a general meeting for the election of five Chinese to sit on the Advisory Committee of the Shanghai Municipal Council.

Before it was known that the Chamber had agreed to do so, the Shanghai Street Unions held a meeting to discuss the situation. The Street Unions, it will be remembered, took a foremost part in the agitation for Chinese representation on the Council. It was decided at the meeting that there should be an early meeting of Chinese ratepayers so that the Advisory Board might be selected. All Chinese ratepayers should be allowed to take part in the voting, whether members of organizations or not. A committee of five were elected to prepare for such a meeting.—N.C. Daily News.

## JAPANESE GUNBOATS TO CHANGSHA.

The Japanese Navy Department on June 12th issued the following official statement:—

"In view of the aggravation of the disturbances in Changsha, Vice-Admiral Yoshida, commander of the 1st Japanese Foreign Squadron, has despatched the *Fushimi* from Yochow to Changsha where the *Sumida* and the *Sushimi* are now stationed for the protection of Japanese residents. The *Saga* is still at Yochow, maintaining communication with the warships at Changsha. Changsha is reported also to be in disorder."

At Guildford recently the death occurred of Mr. Edward Bull, the last survivor of the party under Sir Charles Bright who laid the first Atlantic cable. He also received the first message actually transmitted by cable to England.

## INTIMATIONS

## Callus? Peel It Off Quickly!

Nothing On Earth Like "Gels-It" For Corns and Calluses.

A spot of thickened skin on the bottom of your foot which so often makes walking an agony is as easily removed by "Gels-It" as



Callus Come Off Like Banana Skin any hard or soft corn anywhere on your foot. Look at this picture—A few drops of "Gels-It" did the work. The callus comes loose from the true flesh. No irritation whatsoever. You peel the callus right off just like a banana skin—peacefully, painlessly. "Gels-It" does the same thing to any corn, without the use of sticky plasters, irritating salves, greasy ointments or troublesome tape. There is no trouble—no knife, no scissors to use. "Gels-It" is used by millions, because it is common sense, and it never fails. Try it, prove it.

"Gels-It," the guaranteed money-back corn-remover, the only sure way, costs but a trifle at all chemists and stores. Sold by E. Lawrence & Co., Chicago, U. S. A.



Obtainable from all Chemists and Stores or from E. Lawrence & Co., Chicago, U. S. A., Ltd., Prince's Bldg., Hongkong.

## DAIRY FARM NEWS.

## FROZEN SMOKED FISH

New shipment ex S.S. "CARDIGANSHIRE"

SELECTED PHILETS 30/- per lb.

FINNAN HADDOCKS 20/- per lb.

SELECTED KIPPERS 20/- per lb.

RED HERRINGS 10/- per lb.

THE DAIRY FARM & ICE COLD STORAGE CO. LTD.

## ON SALE.

## "DIRECTORY &amp; CHRONICLE"

OF

CHINA, JAPAN, STRAITS SETTLEMENTS, INDIA, PHILIPPINES, Etc.

for 1920

56TH ANNUAL EDITION

containing

1,600 PAGES 14 MAPS.

## THE

Directory of the Far East.

WITHOUT PURE BLOOD, CHINA IS IMPOSSIBLE. VETARZO. DR. LE CLERC'S LIVER & BILIOUS PILLS. HONGKONG METEOROLOGICAL REGISTER.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 20th.

|                | Previous Day at 2 p.m. | On Date at 6 a.m. | On Date at 2 p.m. |
|----------------|------------------------|-------------------|-------------------|
| Barometer      | 30.76                  | 29.78             | 29.76             |
| Temperature    | 86                     | 82                | 89                |
| Humidity       | 70                     | 81                | 69                |
| Wind Direction | South                  | SSW               | WSW               |
| Force          | 2                      | 2                 | 3                 |
| Weather        | calm                   | 0                 | calm              |
| Rain           | 0.08                   |                   |                   |

Highest open-air Temperature on 19th...87  
Lowest open-air Temperature on 20th...82

## HONGKONG TIDE TABLE.

From June 21st to 27th 1920.

|               | HIGH WATER.            | LOW WATER.             |
|---------------|------------------------|------------------------|
| Days of Month | H'kong Standard Time   | H'kong Standard Time   |
| Mon. 21       | h. m. ft. in. 1 44 4 4 | h. m. ft. in. 5 43 3 2 |
| Tues. 22      | 0 48 4 5               | 7 42 4 2               |
| Wed. 23       | 1 56 4 8               | 8 23 4 1               |
| Thur. 24      | 3 12 4 7               | 8 23 3 8               |
| Fri. 25       | 4 36 4 6               | 9 31 2 1               |
| Satur. 26     | 5 53 4 5               | 10 18 3 4              |
| Sun. 27       | 7 7 4 4                | 11 52 2 9              |

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

SHANGHAI... "PRANG" Tues. 22nd June, 8 light  
"HONGKONG" Thurs. 24th June, 8 light  
"CHEONGSHING" Thurs. 24th June, 8 light  
"NAMSANG" Thurs. 24th June, 3 p.m.  
"YATSHING" Thurs. 24th June, 3 p.m.  
"LOONGHANG" Fri. 25th June, 3 p.m.  
"KWAISANG" Tues. 28th June, 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from a Calcutta steamer, proceed via S-rait and Hongkong to Japan, occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for Haiphong and other ports, calling at Hanoi when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bill of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chifu.

## CALCUTTA LINE.

## S.S. "NAMSANG"

will be despatched on or about June 24th, for SINGAPORE & CALCUTTA.

## S.S. "KWAISANG"

will be despatched on or about June 29th, for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 215

## GLEN AND SHIRE

Joint Service of Steamers.

## U.K.-STRAITS, CHINA &amp; JAPAN SERVICE OUTWARDS.

| Vessel      | Due Hongkong |
|-------------|--------------|
| "GLENLYLE"  | 30th June    |
| "GLENARA"   | 12th July    |
| "GLENAMOIY" | 16th July    |
| "GLENSANDA" | 28th July    |

## HOMEWARDS.

| Vessel            | Leaves Hongkong | Discharges                |
|-------------------|-----------------|---------------------------|
| "GARMARTHENSHIRE" | 3rd July        | LONDON & ANTWERP          |
| "GLENLYLE"        | 28th July       | Glasgow, London & Antwerp |

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: (The Glen Line, Ltd.)  
(The Royal Mail Steam Packet Co.)  
Owners of "Shire" Line.

Tel. No. 214, ext. ex. 22

Cable Address

Kawakisen, Kobe.

Bentley's, A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Bannockly

2644, 2333

## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. E. MATSUOKA

Managing Director: Mr. MASAOKA ABE

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each d.w.t.

And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates, and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 8, Buro, Kobe.

## NOTICE OF REMOVAL.

## THE AULT &amp; WIBORG CO.

ON and after SATURDAY, JUNE 19th, we will be located in our New Office at No. 81, DES VIEUX ROAD CENTRAL, where we will expect a visit of inspection from our good friends.

81, DES VIEUX ROAD CENTRAL. 37, CANTON ROAD, HONGKONG. SHANGHAI.

Just received from U.S.A., a new shipment of Typewriters—different models.

Inspection cordially invited by—

## UNIVERSAL IMPORT &amp; EXPORT CO.

HOTEL MANSIONS,

Top Floor,

HONGKONG.

## NESTLE'S FOOD

IS JUST PURE MILK, WHEAT, SUGAR IN POWDERED FORM.

YOU ONLY ADD WATER AND BOIL FOR A FEW MINUTES.

ALL THE GOOD OF THE MILK HAS BEEN KEPT IN, AND ALL THE GERM DANGERS OF RAW MILK KEPT OUT.

NESTLE'S FOOD

Sold by the best Druggists and Grocers

SEND A POSTCARD TO—NESTLE'S P.O. BOX 351, HONGKONG FOR FREE SAMPLE AND BABY BOOK.



## SHIPPING NEWS

## ARRIVALS.

June 15th.  
Sagami, British str., 1,554 tons, Captain Gubb, from Shanghai, with a general cargo.—B. & S.

June 16th.  
Chienan, British str., 1,351 tons, Captain Parslow, from Canton, with a general cargo.—B. & S.

Crossed, American str., 3,257 tons, Capt. Austin, from Seattle, with a general cargo. Admiral Lane.

Zuier, Japanese str., 3,588 tons, Capt. Sato, from Kobe, with a general cargo.—O.S.K.

Hong Wan, British str., 2,000 tons, Capt. Willsher, from Rangoon, with a general cargo. Song Soon Hong.

Italia, British str., 3,402 tons, Captain Williams, from Moji, with a general cargo.—M. M. & Co.

Kanchoo, British str., 1,222 tons, Captain Cowan, from Bangkok, with a general cargo.—B. & S.

Kan Seng, British str., 2,077 tons, Capt. Simpson, from Kobe, with a general cargo.—J. M. & Co.

Nam Sang, British str., 2,591 tons, Capt. Liddell, from Kobe, with a general cargo.—J. M. & Co.

Samurai, Swedish str., 3,947 tons, Capt. J. M. Rasmussen, from Gothenburg, with a general cargo. Swedish Trading Co.

Taiwan, Japanese str., 1,849 tons, Capt. Kawashima, from Yokohama, with a general cargo.—N.Y.K.

Tamashima, Japanese str., 388 tons, Capt. Sato, from Wakamatsu, with a cargo of coal.—M.B.K.

Togoku, Japanese str., 4,298 tons, Capt. Shiratori, from Yokohama, with a general cargo.—N.Y.K.

June 20th.  
Devonport, British str., 8,092 tons, Capt. Raddan, from London, with a general cargo.—P. & O.

E. Sang, British str., 1,517 tons, Capt. Pookinghorn, from Canton, with a general cargo.—J. M. & Co.

Maiching, British str., 1,287 tons, Capt. Stewart, from Foochow, with a general cargo.—D. L. & Co.

Huach, French str., 739 tons, Captain Poulain, from Port Bayard, with a general cargo.—Lapicque.

Map Sang, British str., 1,154 tons, Capt. Ferguson, from Shanghai, with a general cargo.—J. M. & Co.

Huich, Chinese str., 1,340 tons, Capt. Glen, from Canton, with a general cargo.—C. M. S. N. Co.

Kamui, Japanese str., 1,193 tons, Capt. Matsuo, from Keelung, with a cargo of coal.—M. B. K.

Kim Maru, Japanese str., 1,181 tons, Capt. Marukami, from Bombay, with a cargo of wheat.—N. Y. K.

Kueichow, British str., 1,220 tons, Capt. McCulloch, from Canton, with a general cargo.—B. & S.

Sui chow, Chinese str., 745 tons, Captain Forster, from Shanghai, with a general cargo.—Kwang Hing.

Fajima, Japanese str., 6,095 tons, Capt. Takano, from Shanghai, with a general cargo.—N. Y. K.

## SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Nikko Maru* (Australia line) left Manila for this port on June 20th, and is expected here to-morrow.  
The N.Y.K. s.s. *Tanaka Maru* (Australia line) left Nagasaki for this port on June 19th, and is expected here on June 23rd.  
The N.Y.K. s.s. *Durban Maru* (Hamburg line) left Singapore for this port on June 17th, and is expected here on June 23rd.  
The N.Y.K. s.s. *Fenang Maru* (Liverpool line) left Singapore for this port on June 14th, and is expected here on June 24th.

FOR BOSTON & OR NEW YORK  
PRINCE LINE FAR EAST SERVICE.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,  
Agents.

140

## CANADIAN PACIFIC OCEAN SERVICES, LTD.

FOR VICTORIA AND VANCOUVER, B.C.,  
SHANGHAI, NAGASAKI, KOBE &  
YOKOHAMA.

## S.S. "MATTAWA"

will sail from Hongkong or on about the 26th June.

Through Bills of Lading issued to Canadian and U.S.  
overland points.

For Freight apply to—

P. A. COX,  
Acting General Agent.

C.P.O.S. LTD.

1064

## PASSENGERS.

## ARRIVALS.

Per s.s. *Devonport*, on June 20th:—Miss Bazaar, Dr. G. W. Pearson, Miss Nicholson, Mr. and Mrs. Chatterton, Mr. F. Stone, Capt. E. N. McCormack, Mr. and Mrs. Ball, Mr. E. N. Burt, Mr. J. J. McBean, Dr. and Mrs. G. D. E. Black, Lieut. Pritchard, Mrs. Donovan, Major W. O. Pearce, Miss S. Williams, Mr. K. Equarius, Major-General F. Ventris, Mr. E. Pascoe, Mrs. H. C. White, Mr. J. J. Michielson, Mr. and Mrs. Bakker, Mr. J. L. Bakker, Capt. Tobiasen, Mr. J. Hansen, Mr. L. Probstel, Mrs. and Miss Carroll, Mr. J. A. D. Allan, Mr. Mornington.

## DEPARTURES.

Per s.s. *Nike*, on June 19th:—Mr. A. Abbon, Mr. S. J. Bracom, Miss S. de la Cruz, Mr. R. Dennis, Mrs. C. Doyle, Miss J. Doyle, Miss P. Doyle, Master K. Doyle, Miss K. Doyle, Master S. Doyle, Miss R. Doyle, Mr. W. E. Hobbs, Mr. K. M. Harding, Mr. J. Kuneman, Miss E. R. Matthews, Mr. and Mrs. Joe E. Black, Miss V. Manilla, Mr. O. P. Nelson, Mr. P. de Obarro, Mr. W. S. Finley, Miss L. A. Ritter, Miss L. E. Ritter, Miss M. Ritter, Mr. E. P. Steininger, Mr. L. Salstrom, Miss E. C. K. Waterhouse, Miss E. A. Windram, Mr. P. de Zerner, and Mr. D. Windram.

Per s.s. *Yokohama*, on June 19th:—Mr. Van Stryen, Dr. Van Aken, Mr. Jenkins, Mr. and Mrs. G. Frankland, Major and Mrs. Correia, Mr. and Mrs. Pereira, Mr. I. R. Green, Mr. A. Strok, Mr. Gell, Mr. Wallis, Mr. Rezend, Mrs. Lawford, Miss Gell, Miss Rose, Mrs. Clarke, Mr. and Mrs. C. O. Spalmer, Mr. Saul, Mr. R. M. Shively, Mrs. G. H. Wilson, Mr. J. Hazum, Mr. D. Morrison, Mr. R. A. Burroughs, Mr. and Mrs. D. Cox, Mrs. K. Elson, Miss E. M. Elson, Mrs. Roth, Capt. E. D. Blackburn, Mr. E. J. R. Mitchell, Mr. H. H. Runwicks, Mrs. Garlington, Mrs. Waddell, Mr. and Mrs. Schambart, Mr. and Mrs. Hartzer, Mr. T. H. Smith, Mr. Vahra, Mr. A. Roza, Mr. W. Daniels, Mr. J. Short, Mrs. Taxera, Mrs. Valera, Mrs. H. G. Lane, Mrs. Robertson, Mr. T. P. Van, Miss Cor. Rev. and Mrs. Norton, Mr. A. E. Knibb, Mr. C. M. Anderson, Mr. J. E. Olson, Mr. L. Dreyfus, Mr. Schlumberger, Mr. H. G. Laine, Mr. J. Habib, Mrs. Olson, Miss Hatten, and Mr. F. Lloyd.

## FIRE ON "SUWA MARU"

According to a cablegram the N.Y.K. str. *Suwa Maru* has been damaged by fire while at the dock at Seattle.  
The *Suwa Maru* arrived at Seattle at 6 o'clock on June 1st and at 11 o'clock the same night fire broke out in the inquiry office, damaging the first class dining saloon, social hall, smoking room, officers' quarters and some of the first class cabins. No harm was done to either passengers or crew and the cargo is believed to be all intact.

## VESSELS EXPECTED.

*Atita Maru* (Hamburg line), from Rotterdam, due July 5th.

*Aleutina*, due July 3rd.

*Aluta Maru*, from London, due June 30th.

*Bellerophon*, due July 13th.

*Dendroica*, due June 27th.

*Empress of Russia*, from Vancouver, due June 24th.

*India Maru* (European line), from Japan, expected June 25th.

*Katori Maru* (American line), due June 24th.

*Kiyo Maru*, from Valparaiso, other South American ports and San Francisco, due June 22th.

*Laomedon*, due June 23th.

*Maitani*, due June 24th.

*Methven*, from Vancouver, due June 23th.

*Nagano Maru*, from Calcutta, due June 30th.

*Nikko Maru*, from Sydney, due June 21st.

*Vingehov*, due July 15th.

## CP O S

## MAILINGS

## HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

| STEAMERS          | FROM     | DOE       |
|-------------------|----------|-----------|
|                   | HONGKONG | VANCOUVER |
| Empress of Russia | July 1   | July 18   |
| Empress of Japan  | July 20  | Aug. 10   |
| Empress of Asia   | July 28  | Aug. 16   |
| Monteagle         | Aug. 12  | Sept. 5   |
| Empress of Russia | Aug. 26  | Sept. 13  |
| Empress of Japan  | Sept. 14 | Oct. 5    |
| Empress of Asia   | Sept. 23 | Oct. 11   |
| Empress of Russia | Oct. 21  | Nov. 8    |
| Monteagle         | Oct. 26  | Nov. 19   |
| Empress of Japan  | Nov. 9   | Nov. 30   |
| Empress of Asia   | Nov. 18  | Dec. 6    |
| Empress of Russia | Dec. 18  | Jan. 3    |

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

For rates and other information please apply to:  
HONGKONG OFFICE.  
Telephone 722. Cable address: HONGKONG.

CANADIAN PACIFIC  
OCEAN SERVICES

## DODWELL &amp; COMPANY, LD.

## STEAMSHIP SERVICES.

Regular Sailings to

## NEW YORK

via Panama Canal.

S.S. "LOWTHER CASTLE" about end of July

## LLOYD TRIESTINO

For SHANGHAI & YOKOHAMA

S.S. "PERSIA" on or about 20th June.

S.S. "PILSNA" on or about 11th July.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading to LEVANT, BLACK SEA & DANUBE

## S.S. "PILSNA"

On or about 15th August.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH-SEA-MAIL S.S. CO.)

Regular Services between.

## JAPAN, HONGKONG &amp; JAVA.

For JAPAN

S.S. "RIOJUN MARU" On or about 27th June.

For JAVA

S.S. "HOKUTO MARU" On or about 27th June.

## OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.,

Agents.

110

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE

Operating the new first-class steamers  
"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,  
via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

## THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON

ALSO

S.S. "WEST CONOB" Beginning of June, for Baltimore, via Suez and usual Ports of call

## HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Margate

Telephone 141.

Cable Address "PACIFIC MAIL."

## N. Y. K.

## NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (calling Manila & Keelung) Wednesday, 30th June, at 11 a.m.

KATORI MARU (calling Manila) Sunday, 4th July, at 11 a.m.

TOYOHASHI MARU (calling Manila & Keelung) Sunday, 13th Aug., at 11 a.m.

KASHIMA MARU (calling Manila & Keelung) Monday, 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

INABA MARU ... Saturday, 26th June, at Noon.

KAMO MARU ... Friday, 2nd July, at Noon.

IYO MARU ... Friday, 2nd July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSURUGA MARU ... Monday, 21st June

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKIWA MARU ... Friday, 2nd July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Thursday, 24th June, at 11 a.m.

NIKKO MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYOOKA MARU ... Sunday, 20th June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU ... Friday, 2nd July.

CALCUTTA & RANGOON via Singapore & Penang.

MALACCA MARU ... Monday, 28th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Tuesday, 22nd June, at 11 a.m.

AKI MARU ... Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

DURBAN MARU ... Thursday, 24th June.

FENANG MARU ... Friday, 25th June.

ATSUTA MARU ... Thursday, 1st July, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. TASUDA, Manager.

## SERVICE to UNITED STATES

## NEW YORK and/or BOSTON

via Panama

S.S. "WYTHEVILLE" Sails about June 24th

For freight space and particulars apply to—

## BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE

TELEPHONE 2477 & 2478

AGENTS.

5th Floor

HOTEL MANSION

306

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"CHANGSHA" 6th July 10th July

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—BUTTERFIELD & SWIRE Agents.

## THE CHINA &amp; AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY via MANILA, SANDAKAN & QUEENSLAND PORTS

"GABO" (Cargo only) ... July 2nd.

"HWAH PING" ... July 4th.

"VICTORIA" ... July 4th.

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S.S. CO.

Agents.

112 Connaught Road Central

667

## HOLLAND-EAST ASIATIC SERVICE

Regular monthly service from

JAPAN PORTS, SHANGHAI and HONGKONG

TO

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN.

Sailings subject to alterations.

AMSTERDAM & HAMBURG ... "BAARN" ... August

For full particulars please apply to—

JAVA-CHINA-JAPAN LYN.

General Agents.

York Building

Tell No 11474



**AMERICAN & ORIENTAL LINE**FOR HAVANA AND NEW YORK  
via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

**THE BANK LINE, LTD.,**  
Managing Agent.**"ELLERMAN" LINE.  
ELLERMAN & BUCKNALL S.S. CO., LTD.**

JAPAN, CHINA AND STRAITS.

to  
UNITED KINGDOM AND CONTINENT.LONDON & HAMBURG ... "KATHLAMBA" ... 10th July.  
Subject to change without notice.For particulars of sailings shippers are requested to apply to  
the undersigned.  
**THE BANK LINE, LTD.,**  
or to RUSSELL & CO., CANTON.  
General Agents.**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

| For                            | Steamer    | To Sail               |
|--------------------------------|------------|-----------------------|
| CUBE & ILOILO                  | "PAOTING"  | On 21st June, Noon.   |
| WEDDING, CANTON, NINGPO & TIAN | "KUEICHO"  | On 21st June, 4 P.M.  |
| AMOI, SHANGHAI & FUKOW         | "SUICHOW"  | On 22nd June, 10 A.M. |
| SWATOW and BANGKOK             | "CHINHUA"  | On 22nd June, 11 A.M. |
| SHANGHAI                       | "SINKIANG" | On 24th June, Noon.   |
| SHANGHAI and TIENTSIN          | "TEAN"     | On 26th June, 4 P.M.  |

**SHANGHAI LINE—PASSENGERS, MAILS and CARGO.**  
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

**BANGKOK LINE—Weekly service to and from Bangkok via Swatow.**  
For Freight or Passage apply to—  
**BUTTERFIELD & SWIRE,**  
Agents.

TELEPHONE 35.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

**REGULAR SERVICE of Fast, High Class Coast Steamers** having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

**FOR  
SWATOW, AMOI AND FOCHOW  
AND RETURN.**

(Occupying 3 to 10 Days).

|            |                           |                               |
|------------|---------------------------|-------------------------------|
| "BAICHING" | ... Capt. A. H. Swire     | TUESDAY, 21st June, at 3 P.M. |
| "BAICONG"  | ... Capt. J. S. Thomson   | FRIDAY, 24th June, at 3 P.M.  |
| "BAIHONG"  | ... Capt. W. C. Pemberton | TUESDAY, 29th June, at 3 P.M. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

**DOUGLAS LAFRAIK & CO.,**  
General Manager.**NEW YORK DIRECT.**

**"BLUE FUNNEL" LINE**  
(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)  
AND  
**AMERICAN & MANCHURIAN LINE**  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

"DEUCALION" ... via Bues ... 5th July.  
Steamers proceed via Suez Canal or Panama Canal at Owner's option.  
Subject to change without notice.

For freight and particulars apply to—

**BUTTERFIELD & SWIRE** or **THE BANK LINE, LTD., HONGKONG.**  
**HONGKONG AND CANTON** RE'S & CO., CANTON.

**P. & O. - BRITISH INDIA.****APCAR AND EASTERN &  
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND).

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN G.

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.

AUSTRALASIA INCLUDING NEW ZEALAND &amp; QUEENSLAND.

LAND PORTS, RED SEA, RAYT, EUROPE, &amp;c.

**PENINSULAR & ORIENTAL SAILINGS (South)**

|           | Tons  | From Hongkong (about) | Destination                 |
|-----------|-------|-----------------------|-----------------------------|
| "KARMALA" | 8,000 | 28th June.            | MARSEILLES LIGON & ANTWERP. |
| "DEVANHA" | 8,100 | 17th July.            | Do.                         |
| "KALYAN"  | 9,000 | 10th Aug.             | Do.                         |

**BRITISH INDIA-APCAR SAILINGS (South)**

"MADRAS" ... 7,000 ... 4th July ... (Straits, Rangoon &amp; Calcutta)

**EASTERN & AUSTRALIAN SAILINGS (South)**

|              |       |            |  |
|--------------|-------|------------|--|
| "ST. ALBANS" | 4,500 | 20th July. | For Melbourne, via Sandakan.                         |
| "EASTERN"    | 4,000 | 13th Aug.  | Thirday Island, Cairns Townsville, Brisbane & Sydney |

**SAILINGS TO SHANGHAI & JAPAN**

|              |       |                 |                              |
|--------------|-------|-----------------|------------------------------|
| "DEVANHA"    | 8,100 | 21st June Noon. | Shanghai, Moji, Kobe & Yama. |
| "ST. ALBANS" | 4,500 | 29th June.      | Kobe direct.                 |
| "DILWABA"    | 5,400 | 1st July.       | Shanghai Only.               |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.  
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.  
All cabins are fitted with electric fans free of charge.  
Steamers and sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 10ft x 6ft x 1ft will be received at the Company's Office up to Noon on the day previous to sailing.

**NOTICE TO CONSIGNEES.**

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs. GODDARD & DONALD, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after this period have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to  
**MACKINNON, MACKENZIE & CO.,**  
Agents.  
21, Des Voeux Road Central, HONGKONG.

**TRANS-PACIFIC PASSENGER SERVICE**

operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

|             |                                 |                  |
|-------------|---------------------------------|------------------|
| "END COIT"  | (Calling at Shanghai and Kobe). | About July 10th. |
| "WHEATLAND" | ...                             | About July 18th. |
| "ELDRIDGE"  | ...                             | About July 26th. |
| "ELKTON"    | ...                             | About Aug. 10th. |

For PORTLAND direct.

|            |                                 |                  |
|------------|---------------------------------|------------------|
| "ABERDEEN" | (Calling at Shanghai and Kobe). | About July 4th.  |
| "PAWLET"   | ...                             | About July 28th. |

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

**THE ADMIRAL LINE.**

Telephone 2477 &amp; 2478. 11th Floor, Hotel Manilla.

**TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.**VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamers     | Tons   | Leave Hongkong             |
|--------------|--------|----------------------------|
| PERSIA MARU  | 9,000  | July 5th.                  |
| KOREA MARU   | 20,000 | July 14th.                 |
| SIBERIA MARU | 20,000 | Aug. 10th. (from Yokohama) |

\* Calling at Keelung.

**SOUTH AMERICAN LINE.**

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINGO, CRUZ, BALBOA, ALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

| Steamers   | Tons   | Leave Hongkong |
|------------|--------|----------------|
| KIYO MARU  | 17,300 | July 15th.     |
| ANYO MARU  | 18,800 | Sept. 8th.     |
| SEIYO MARU | 14,000 | Nov. 9th.      |

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.  
Passengers may travel by Rail between Ports of Call in Japan free of charge.

For all information as to rates, freight space, sailings, etc., apply to—  
**Y. TSUTSUMI, Manager**  
King's Building.  
Telephone 2374 and 2375.

**MESSAGERIES MARITIMES.  
FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| Destination               | Steamer & Displacement | Sailing Date           |
|---------------------------|------------------------|------------------------|
| SHANGHAI, KOBE & YOKOHAMA | "AMAZONE" ... 10,000   | On or about 17th July. |
|                           | "PAUL LECAT" ...       | On or about 20th July. |

SHANGHAI (Only) ...

|   |                      |                        |
|---|----------------------|------------------------|
| MARSEILLES via SAIGON, HANG-FOU, COLOMBO, DJIBOUTI, SUEZ, PORT SAID | "PORTHOS" ... 20,000 | On or about 23rd June. |
|---|----------------------|------------------------|

Cargo boat for PORT SAID, HAVRE AN.

TWENTY and LONDON.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

**R. RODENFUSER,**  
Acting Agent,  
Queen's Building.  
Telephone 740.

**O. S. K.****OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG.

—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" (Call Marseilles) ... Sunday, 11th July.

**BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.**

"MEXICO MARU" ... Sunday, 8th Aug.

"CHICAGO MARU" ... Tuesday, 14th Sept.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Middle of July.

**SAIGON, BANGKOK & SINGAPORE**—Regular Monthly service  
"SHIRAN MARU" ... Friday, 2nd July

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

**VICTORIA, VANCOUVER, SEATTLE & TACOMA**  
Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARU" ... Tuesday, 28th June

"ARIZONA MARU" ... Saturday, 17th July

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" ... Saturday, 28th June.

JAPAN PORTS—Moji, Kobe, Yokohama &amp; Yokohama.

"KOSOKU MARU" (Yokohama &amp; Kobe) ... Wednesday, 22nd June.

**KEELUNG via SWATOW & AMOI**—These steamers have excellent accommodations for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

"AMAKURA MARU" ... Monday, 21st June.

TAKAO via SWATOW &amp; AMOI.

For sailing dates and further particulars please apply to—

**Y. YASUDA,**  
Manager,  
No. 1, Queen's Building.  
Tel. No. 744 & 745.

**LOS ANGELES PACIFIC NAVIGATION COMPANY  
TRANS-PACIFIC FREIGHT SERVICE.**

HONGKONG

TO  
LOS ANGELES, CALIFORNIA, U.S.A.

| Due to arrive    | About      | Sailing          | About      |
|------------------|------------|------------------|------------|
| S.S. WEST MONTOP | July 10th. | S.S. WEST MONTOP | July 12th. |
| S.S. WEST HIKI   | Aug. 10th. | S.S. WEST HIKI   | Aug. 12th. |

Through Bills of Lading to all U.S. and Canadian Overland Points via Transshipment on coast Shipside connection with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.  
Branch Office—Yokohama (Shanghai)  
Manila, Singapore.  
Hongkong Office—Prince Building, Chater R.  
Tel. No. 1061.  
**CHAS. E. RICHARDSON**  
General Agent for South China

**CHINA MAIL S.S. CO., LTD.**

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons 10,500 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

**SAN FRANCISCO**

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"

Aug. 19th. July 22nd.

[An unsurpassed high-class passenger service.]

O. H. KITTER, Prince's Building, 100 Hong Kong.  
Telephone, Passenger, Dept. 1374. Telephone, Freight Dept. and Agent, 1161.



## POST OFFICE NOTICE

## INWARD MAILS

| FROM               | PER          | DATE      |
|--------------------|--------------|-----------|
| SHANGHAI           | Hanyang      | 21st June |
| SHANGHAI AND JAPAN | Natori, Hara | 24th June |
| SHANGHAI AND JAPAN | Imai, Mats   | 25th June |

## OUTWARD MAILS

| FOR                                    | PER          | DATE                     |
|--|--------------|--------------------------|
| Japan via Nagasaki                     | Nikko Maru   | Monday, 21st, 10:00 A.M. |
| Swatow, Amoy and Formosa via Keelung   | Amakusa Maru | Monday, 21st, 11:00 A.M. |
| Shanghai, North China & Japan via Moji | Devanah      | Monday, 21st, 11:00 A.M. |
| Cebu and Manila                        | Paotung      | Monday, 21st, 11:00 A.M. |
| Japan via Yokohama                     | Typhoon      | Monday, 21st, 11:00 A.M. |
| Wanghai, Chefoo and Tientsin           | Kunchoe      | Monday, 21st, 11:00 A.M. |
| Shanghai and North China               | Zang         | Monday, 21st, 11:00 P.M. |

|   |            |   |
|---|------------|---|
| Amoy, Shanghai and North China  | Suiping    | Tuesday, 22nd, 9:00 A.M.                |
| Swatow and Hongkong   | Chingha    | Tuesday, 22nd, 10:00 A.M.               |
| Swatow, Amoy, and Foochow   | Haiching   | Tuesday, 22nd, 11:00 P.M.               |
| Philippine Islands, Australia and New Zealand via Thursday Island     | Tango Maru | Wednesday, 23rd, Registration 8:45 A.M. |
| Shanghai and North China  | Sinkang    | Thursday, 24th, 11:00 A.M.              |
| Swatow, Amoy and Foochow  | Hai Long   | Friday, 25th, 1:00 P.M.                 |
| Swatow, Amoy, Ceylon, Mauritius, Straits, Bangkok                     | Inaba Maru | Saturday, 26th, Registration 9:45 A.M.  |
| India, South Africa, India, via Durban, Egypt & EUROPE via MARSEILLES |            | Letters 10:30 A.M.                      |

## JAV - HINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, OHINA AND JAPAN.

| STEAMERS  | FROM | EXPECTED ON OR ABOUT | WILL LEAVE ON OR ABOUT | FOR       |
|-----------|------|----------------------|------------------------|-----------|
| TJIMANOEK | JAVA | 21st June            | 21st June              | JAPAN     |
| HAUYANG   | JAVA | 22nd June            | 28th June              | SOERABAJA |
| TJIPANAS  | JAVA | 23rd June            | 4th July               | SAIGON    |

Wireless Telegraphy.  
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the  
JAV-CHINA-JAPAN LIJN.  
Telephone No. 1574.  
York Building, 1st Floor.

SHIPBUILDERS.  
SHIP REPAIRERS.  
BOILER MAKERS.  
FORGE MASTERS.  
OXY-ACETYLENE &  
ELECTRIC WELDERS.  
MECHANICAL &  
ELECTRIC  
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.  
—DRY DOCK—  
Length 787 Feet.  
Length on Blocks 750 Ft.  
Depth on Centre of  
SILL (H.W.O.S.T.) 34 ft. 6 ins.  
—THREE SLIPWAYS—  
Capable of Handling Ships Up  
to 3,000 Tons Displacement.  
Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius

## BUTTERFIELD &amp; SWIRE

TEL. ADDRESS: "TAIKOODOCK," HONGKONG. AGENTS.  
TELEPHONE NO. 212. HONGKONG, CHINA & JAPAN.  
CALL FLAG: "C" OVER AHS. PENNANT. [18]

VICKERS-PETTER  
SEMI-DIESEL CRUDE OIL ENGINES

SIMPLICITY—  
RELIABILITY—  
ECONOMY

A STANDARD SERIES.

FOR WORK ON CRUDE &amp;

RESIDUAL OILS OR REFINED

PETROLEUM MANUFACTURED

FOR BOTH MARINE AND LAND

USE FROM

100 B.H.P. VICKERS-PETTER

SEMI-DIESEL (AND TYPE) ENGINE. 10 TO 450 B.H.P.

For further particulars apply to—

WM. C JACK &amp; CO., LTD.

14, DES VEUZ ROAD CENTRAL, HONGKONG.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

## COMMERCIAL.

## OPENING QUOTATIONS.

| June 1920.                        |        |
|-----------------------------------|--------|
| On London—                        |        |
| Telegraphic Transfer              | 38     |
| Bank bills, on demand             | 38 1/2 |
| Bank bills, at 30 days sight      | 38 1/2 |
| Bank bills, at 4 months sight     | 38 1/2 |
| Credit, at 4 months sight         | 38 1/2 |
| Documentary Bills, 4 months sight | 38 1/2 |
| On Paris—                         |        |
| Bank bills, on demand             | 89 1/2 |
| Credit, 4 months sight            | 89 1/2 |
| On New York—                      |        |
| Bank bills, on demand             | 75 1/2 |
| Credit, at 60 days sight          | 75 1/2 |
| On Bombay—                        |        |
| Telegraphic Transfer              | nom.   |
| Bank bills, on demand             | nom.   |
| On Calcutta—                      |        |
| Telegraphic Transfer              | nom.   |
| Bank bills, on demand             | nom.   |
| On Shanghai—                      |        |
| Bank bills, at sight              | nom.   |
| Private, 30 days sight            | nom.   |
| On Yokohama—                      |        |
| On demand                         | 128    |
| On Manila—                        |        |
| On demand                         | 128    |
| On Batavia—                       |        |
| On demand                         | 128    |
| On Hongkong—                      |        |
| On demand                         | 57 1/2 |
| On Saigon—                        |        |
| On demand                         | 57 1/2 |
| On Baku—                          |        |
| On demand                         | 57 1/2 |
| On London—                        |        |
| Gold LEAF 100 fine, per test      | 437.3  |
| BAR SILVER per oz                 | 49 1/2 |

HONGKONG CHINESE  
COMMERCIAL NEWS.

Incorporated with the  
CHUNG NGOI SUN FO  
(Chinese Daily Press)  
Published Daily under the auspices of the  
CHINESE CHAMBER OF COMMERCE.  
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Road Central, Hongkong, 131, Fleet Street,  
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Documents translated from or into Classical  
Colloquial Chinese.

## HONGKONG SAVINGS BANK.

THE business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORATION.  
Rules may be obtained on application.  
INTEREST on deposits is allowed on the  
Minimum Monthly Balances at 3 1/2 per cent.  
per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
N. J. STABR,  
Chief Manager.  
Hongkong, November 2nd, 1919. [9]

THE BANK OF TAIWAN LIMITED  
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL  
CHARTER, 1899.  
Capital Subscribed ... Yen 60,000,000  
Capital (Paid-up) ... 37,500,000  
Reserve Funds ... 7,030,000

HEAD OFFICE:  
TAIPEH, FORMOSA.

## BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka,  
Moji.  
FORMOSA—Ginsu, Kagi, Kankin, Keelung,  
Makung, Nanto, Pusan,  
Shichiku, Taichu, Tainan, Takow,  
Tamsui, Tientsin, Aikou.  
CHINA—Shanghai, Hankow, Kinkiang,  
Amoy, Foochow, Swatow, Canton.  
OTHERS—Hongkong, Bangkok, Singapore,  
Sourabaya, Semarang, Batavia,  
Bombay, London, New York.

LONDON BANKERS:  
LONDON, COUNTY, WESTMINSTER AND  
PARIS BANK.

The Bank has Correspondents in Com-  
mercial Centres in the European Continent,  
Russia, Manchuria, Tsingtau, Japan, Indo-  
China, Siam, India, Philippine Islands,  
Java and other Dutch India, Australia,  
America, &c.  
Interest allowed on Current Accounts and  
Fixed Deposits at rates which will be quoted  
on application.

HONGKONG BRANCH,  
2, Des Vaux Road, Central,  
Hongkong, November 1st, 1919. [45]

THE MERCANTILE BANK OF  
INDIA, LIMITEDHEAD OFFICE: 15, Gracechurch St., London,  
E.C. 3

Authorized Capital ... £1,500,000  
Subscribed ... 1,500,000  
Paid-up ... 750,000  
Reserve Fund & Best ... 646,000

Bankers:  
The Bank of England.  
THE LONDON JOINT CITY & MIDLAND BANK,  
LTD.

Branches:  
Bombay, Hongkong, Kuala Lumpur, Rangoon,  
Calcutta, Madras, Shanghai, Singapore,  
Colombo, Kandy, New York, Penang,  
Deli, Karachi, Faisalabad,  
Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH.  
Every description of Banking and  
Exchange business transacted.

INTEREST allowed on Current Accounts  
at 2 per cent. per annum on Daily Balance  
and on Fixed Deposits at rates that may be  
ascertained on application.

N. C. WILSON,  
Acting Manager.  
7, Queen's Road Central,  
Hongkong, April 27th, 1920. [44]



What Makes  
"WESTMINSTER SPECIALS" ?  
SO GOOD

A trial reveals a refined flavour and delicate  
aroma [such as none other can boast of.]

Westminster  
TURKISH SPECIALS.

From all Leading Tobacconists.



This advertisement is issued by Westminister Tobacco Co., Ltd.

BANQUE INDUSTRIELLE  
DE CHINE  
(FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000  
SUBSCRIBED CAPITAL ... F. 150,000,000  
PAID UP ... F. 75,000,000  
SUBSCRIBED BY THE GOVERNMENT  
OF THE CHINESE  
REPUBLIC ... F. 50,000,000

Chairman of the Board ... André Berthelot  
Directors ... A. J. Pernette  
General Manager ...

## HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

## BRANCHES:

Lyon, Hongkong, Yunnanfu,  
Marseille, Hanoi, Vladivostok,  
Peking, Singapore, Foochow,  
Shanghai, Canton, Swatow,  
Tientsin, Saigon, Yokohama,  
Hankow, Haiphong, Moukden,  
New York, London, Antwerp.

## BANKERS:

In FRANCE: Société Générale pour favori-  
ser le Développement du Commerce et  
de l'Industrie en France.  
In LONDON: London Joint City & Mid-  
land Bank, Ltd.  
In NEW YORK: Redmond & Co.  
Correspondents in the Chief Commercial  
Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed  
Deposits in Local Currency and in Gold.  
Terms on application.  
Every description of Banking and  
Exchange business transacted.

Special facilities for French exchange.  
M. ROUET DE JOURNEL,  
Manager.  
Hongkong, April 28th, 1920.

## THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 2, Queen's Road  
Central.

Paid-up Capital ... \$2,000,000.00  
Reserve Fund ... 200,000.00

Directors:  
Mr. Fong Wai Ting, Chairman.  
Mr. Chow Shou Son, Mr. Kai Ying Po,  
Mr. Li Koon Chun, Mr. Mok Ching Kong,  
Mr. Hung Ping Shan, Mr. Wong Yau Tong,  
Mr. P. K. Kwok, Mr. Chan Ching Shet,  
Mr. Ng Chang Lok.

Chief Manager: Kan Tong Po, Esq.  
Asst. Manager: L. Tse Fong, Esq.  
Every description of Banking and Ex-  
change business transacted. Loans granted  
on approved securities.

Interest allowed on Current Deposits  
Account at the rate of 3 per cent. per  
annum and on Fixed Deposits at the fol-  
lowing rates:

For 3 months at the rate of 3 1/2 per annum.  
For 6 months at the rate of 4 1/2 per annum.  
For 12 months at the rate of 5 1/2 per annum.  
KAN TONG PO, Chief Manager.  
Hongkong, February 12th, 1920. [13]

## THE BANK OF CHINA

(Specially authorized by Presidential Mandate  
of the Republic of China on the 22nd of  
November, 1917.)

Authorized Capital ... \$50,000,000.00  
Paid-up Capital ... 12,270,800.00  
Reserve Funds ... 2,197,400.00

## HEAD OFFICE: PEKING.

HONGKONG BRANCH:—20-21, Con-  
naught Road Central. Branches and Sub-  
branches all over China and Correspondents  
in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial  
and Union Bank of England, Ltd.  
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and  
Fixed Deposits. Terms on application.  
Every description of Banking Business  
transacted.  
Loans granted on approved securities.  
Special facilities for Home Exchange.

Interest on Fixed Deposits at the following  
rates:

For 3 months ... 3 1/2 per annum.  
For 6 months ... 4 1/2 per annum.  
For 12 months ... 5 1/2 per annum.  
TSUYEE PEL  
Manager.  
Hongkong, February 6th, 1920. [54]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852.  
HEAD OFFICE: LONDON.

Paid-up Capital ... £2,000,000  
Reserve Fund ... £2,000,000  
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General  
Banking business transacted.  
CURRENT ACCOUNTS open and  
FIXED DEPOSITS received for 1 year or  
shorter periods at rates which will be quoted  
on application.

J. L. BROCKATT,  
Manager.  
Hongkong, March 27th, 1920. [52]

THE INDUSTRIAL & COMMERCIAL  
BANK, LTD.

Head Office:—5, Des Vaux Road Central.  
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING  
SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits  
—bear Interest at Rates 2 per cent., 4 per  
cent., 5 per cent. respectively.  
Enquiry on our SPECIAL SERVICE will  
be welcome.

J. USANG LY,  
Manager.  
Hongkong, July 7th, 1919. [99]

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, for THE HONGKONG DAILY  
PRESS, LTD., at 104, Des Vaux Road Central Victoria, Hongkong; London  
Office: 131, Fleet Street, E.C.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

Paid-up Capital ... \$15,000,000  
Reserve Funds ... \$1,500,000  
Sterling ... \$23,000,000  
Silver ... \$15,000,000  
Reserve Liability of Proprietors \$15,000,000

## Court of Directors:

Hon. Mr. E. V. D. PARR—Chairman.  
A. H. COMPTON, Esq.—Deputy Chairman.  
G. M. D. W. Esq., Hon. Mr. J. J. Johnson  
G. T. M. Esq., A. O. Lang, Esq.  
A. S. Gubbay, Esq., W. L. Patterson, Esq.  
Hon. Mr. P. H. Holyoak, J. A. Plummer, Esq.

Chief Manager:  
Hongkong—N. J. STABR, Esq.

Acting Manager:  
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER  
& PARB'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local  
CURRENCY and FIXED DEPOSITS  
received for one year or shorter periods  
in local Currency and Sterling on terms  
which will be quoted on application.

N. J. STABR,  
Chief Manager.  
Hongkong, May 18th, 1920. [8]

BANQUE DE L'INDO-CHINE  
(FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.

Capital ... Frs. 48,000,000  
Reserves ... Frs. 50,000,000

BRANCHES AND AGENCIES:  
Bangkok, Hongkong, Saigon,  
Batambang, Mongtze, Shanghai,  
Canton, Koumou, Singapore,  
Djibouti, Papete, Tientsin,  
Haiphong, Peking, Tonkin,  
Hankow, Phnom-Penh, Vladivostok,  
Hanoi, Pondichery.

BANKERS:  
IN FRANCE: Comptoir National d'Escompte  
de Paris; Crédit Lyonnais; Banque  
de Paris et de Pays-Bas; Crédit  
Industriel et Commercial; Société  
Générale.

IN LONDON: The National Provincial and  
Union Bank of England Ltd.;  
Comptoir National d'Escompte de  
Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.  
Interest allowed on Current Accounts and  
Fixed Deposits according to arrangement.  
Every description of banking and exchange  
business transacted.

L. BERINDOAGUE,  
Manager.  
Hongkong, December 1st, 1919. [76]